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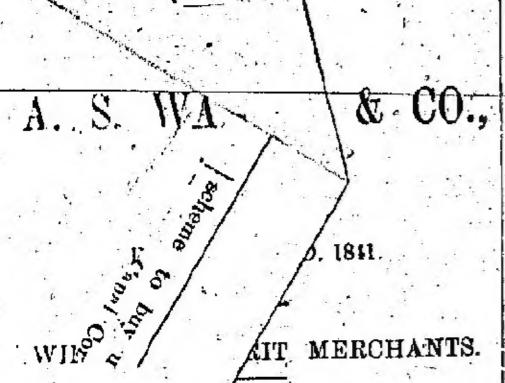
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3	Capsule	\$10.80	\$0.90
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	SHERRY, Red S Capsule	eai	1.20
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E	Wine, White Seal Capsu EXTRA SUPERIOR OF	TD	1.35
	PALE DRY, Very Fin Quality (old bottled Black Seal Capsule	d),	2.00

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FINE OLD BROWN	36.00	.3.00
PALE DRY NUTTY	27.00	2.25
FULL GOLDEN	24.00	
VERY PALE DRY		
SOLERA	21.00	1.75
LIGHT DRY	\$15,00	\$1.25
and the second s	L'UL D'UAL	

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THE HONGKONG DISPENSARY

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one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash Telegraphic Address: PRESS. Codes: A.B.C. oth Kd.

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BIETHS On the 17th July, at Swatow, the wife of ULICE [2020 Baron LESSEPS. Wratoun, I. M. Customs, of a son. On the 11th July, at 61, Western Road, Penang, the wife of J. CHALMERS REID, of a daughter.

HUNGKONG OFFICE: 14, DES VŒUX KOAD C LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 24th July, 1902.

ONE of the main difficulties in the path of the foreign student of American institutions is to formulate an opinion on the course likely to be adopted by the Senate on any particular business coming before Congress. In this particular the relations of the by any overt act the completion of a work two Houses have undergone a conspicuous change. Time was, and not so many years ago, when the Senate, above the influence of merely party issues, and unswayed by personal motives, was looked upon as the any right of ob truction has by the recent saviour of the State against the often hasty and generally perfervid legislation of the Lower Chamber. Nowadays it more frequently talls to the lot of the House discuss with temper and judgment the high political issues brought before it; while the Senate too frequently permits itself to be ourselves on the recent decision of the taken off the track by the momentary issues Senate. of the day, to the detriment of the public service in general. The recent action of Congress has thus come to be a matter of surprises; and perhaps in no particular is this more marked than in those important issues which deal with the relations of the United States with what we as Europeans and Englishmen are wont to call the Far East. The unexpected aud capricious action of the Senate in rejecting the Oceanic Cauni treaty of President McKinker, and afterwards accepting that negotiated by President ROOSEVELT, is a case in point; but the Panama Isthmian Canal has since its first inception been a thing of surprises, and not the least of these is the last. I there were one thing, most people thought, that would occur when the new-fangled Sea of Japan.

the interests of the apany came before the Senate, it was that it would be indignantly forty million dollars, was tempting, the work had cost nearly four times the amount, and though that was no criterion of its actual value, the work had proceeded already so far that the completion had left the region of speculation and had become a matter for sober estimating. In the second place the Nicaragua scheme was altogether founded on speculative estimates may, it was, in view of the volcanic conditions of the country, extremely doubtful if it were even Teasible. Lake Nicaragua is a sheet of water at a considerable elevation above sea level in a country which is the habitual play-ground of carthquakes: it is not a thing without precedent that lakes have been drained by the sudden opening by subterranean forces of passages for the escape of the waters above-sea level. Even a slight fissure might result in such a cataclysm. Elevated locks under the best of circumstances are unstable things, and a

slight subsidence might undo the work of

years. These dangers would be reduced to

a minimum in the case of the Panama

Canal; first, on account of the lower eleva-

tion of the contained water; and second,

because the land, so far as the experience of

four conturies tells, is less subject to

subterraneau movements.

But even laying aside these accidental circumstances, there seems little doubt that the permanent water level of the lake is undergoing a secular change, and the water is gradually assuming a lower level. Even at present the lake is reported as by no means too deep for its intended use, and further sinking would necessitate a new series of excavations. It is true that the lake offers a through route some three or four hundred miles shorter than the canal from Colon to Panama, but the time necessarily lost in surmounting the higher clevation, and the time spent in passing the more numerous locks, would more than compensate for the shortened route. Seen then from an engineering point of view, the advantages seem to be all in favour of the Panama line. The disadvantages of the shorter canal would seem to be the greater initial cost; but after all, in view of the absence of any means of making even an approximate estimate of the lake route, and [31 the absolutely incalculable expense of making good subsequent mishaps, this may be set aside as at best an uncertain quantity. On the whole, as hus, often happened in the past, second thoughts are likely to be best. The world at large, however hardly it thought of the at best very questionable methods with which the early efforts of the promoters of the scheme were advanced, will very gladly see a bold scheme carried out in a manner which will afford some slight recompense for the hardships undergone by its first promoters; and would not be unwilling to see, however tardily, some justice done to the memory of

The plea that there may be difficulties of title connected with the purchase of the Canal works is hardly worth considering where the United States are themselves the purchasers. The Government of Presiden ROOSEVELT is hardly likely to admit bogus claims, and as the old Company is practically bankrupt, the governments concerned will not be exceeding the ordinary legal rights assumed daily in granting full discharges, and acknowledging the new rights conferred. It would be verging on the ridiculous were the United States to permit the Columbian Government to arrest in which all the nations of the world are interested. So far as England is concerned, the adoption of one or other route has passed out of the region of politics; and treaty been formally waived. This does not. liowever, apply to the rights of Britishers to friendly comment, and as we are one and all anxious that the work should be brought to a speedy termination, we may be permit ted to congratulate the States as well as

Three fatal cases of plague were reported during the 24 hours ended at noon yesterday. All the victims were Chinese.

The new Hongkong coinage is now in circulation, and some people are finding it hard to make the chair and ricksha coolies understand that the subsidary coins "b'long ploppa."

Madame Agnes Freed, the vocalist, has been giving successful concerts in Penang and the Native States, and she hopes to be able to arrange a concert in Singapore before taking her departure for India about the end of this mont.

A weather notice issued from the Hongkong Observatory yesterday stated that at 10.50 a.m. the barometer had risen in East Japan and fallen elsewhere. The depression was still lying over the Yellow Sea and the west part of the

There were no men-of-war at Amoy during the week ended 19th inst.

Captain J. Kynoch, who was formerly in rejected. Yet there was very much to be command of the steamer Maniang and latterly said in favour of the proposal. In the first | chief officer of the old blue funnel steamer place the price at which it was offered, only | Telemachus, has taken command of the Esmeralda, now trading between Java, Singapora and Hongkong.

> The following his appeared in the Singapore Garrison Orders :- " It has been decided that non-commissioned officers and men who are invalided from the service on account of loss of decay of teeth, and who would have been made efficient soldiers had artificial tooth been supplied, shall not be entitled to pensions if they have refused such artificial teeth." The authority for this is a War Office order from home.

> The Tebrau Planting Company, a Hongkong venture which operates in Johore, was latterly in such a bad way through capital running out that the shareholders refused to raise any more money, says the Straits Times. At this point, Mr. Larken of Johore came to the resene by mortgaging the property, thereby enabling the company to tide over the bad times until its rubber trees come into hearing two years hence. The company's coffee crop proved to be a disappointment. In short, the company is clutching at inbber,

The Pinang Garette understands from reliable sources that the China Mutual Steamship Company, which was much talked about lately as being bought by Americans, has recently been purchased by Mr. Alfred Holt, and was taken over by him on the first of this month, It will be run by that gentleman as the China Mutual Steamship Navigation Company for one year certain, probably for two years, after which it will be merged into the Ocean Steamship Company. The China Mutual staff London has been disposed of and given a gratuity by Mr. Holt.

We have received Volume II of The East of Asia Magazine, issued from the North-China Herald office. The letterpress and illustrations are of a high order of excellence. Among the contents are "Lama Temples in Peking," by Mr. Ernst Ludwig; "The Heartless Husband (a Chinese story), translated by Father Hen. ninghaus; "Siam," by Dr. Frankfurter; Selections from "The Three Kingdoms," by Rev. F. L. Hawks Pott, D.D.; "Character Scatches from Chinese History," by Mr. Theodor Metro !hin; "Chinese Coins," by Rev. H. Hackmann the "Three Character Classic," by Rev. L Wilhelm; and "Seoul," by Mr. Esson Third. A German edition of the magazine is published simultaneously.

We have received from the publisher, Mr. L. oronba, of 41, Des Vooux Road Central, the first number of a new Portuguess four-page weekly paper styled O Patriota. The Object of the paper as stated in the leader is to promote the welfare of Macao and its in abitants, supecially the Macaenses. The editor states that but unortunately the iberty of the Press is rot recognised in the neighbouring Coloby, belce it is published here, where the editor will have true liberty which will as ist him in car rying out the mission undertaken by him. The O Patriota is very neatly printed on good paper and is highly creditable to the publisher. We wishour new contemporary a long and presperous

### THE NEW POSTMASTER.

Referring to the appointment of a new Post master-General for Hongkong, the Straits Times says :- We bear that Mr. L. A. M. Johnston, who has acted as Postmaster-General here during the absence of Mr. Trotter, and who is now at home on leave, will come out to Hongkong as Postmaster-General in place of Commander Hastings, deceased. Mr. Johnston, whose substantive post is that of Collector of Land Revenue, has had considerable experience of postal work in this Colony. His leave expires in April next, His removal from Singapore will create a vacancy in the commissioned ranks of the Singapore Volunteer

#### FAST RUN BY AN "EMPRESS" STEAMER.

The Canadian Pacific Railway Company's R.M.S. Empress of China arrived at Yokohama at 3 a.m. yesterday. Owing to the late arrival of the mails at Vancouver the vessel was four days behind time in leaving. She has, however, made up most of the time lost, having made the ran from Vancouver (including the call at Victoria, B.C.) in 10 days, 184 hours. This is not a record for an " Empress" steamer but it shows what can be done when a quick passage is necessary. The Empress of China is due in Hongkong on the morning of Wednesday next, Oth instant, which is well within contract mail time, notwithstanding her delayed departure.

SANITARY BOARD. A meeting of the Sanitary Board will I

held to-day, at 4.15 p.m :-ORDER OF THE DAY.

Correspondence relative to the erection of a temporary iron latrine at Yaumati. AGENDA,

Letter from the Colonial Veterinary Surgeon recommending that promises of the Dairy Farm company at Pokfulam be declared free Hance from infection.

2. Report of the work done by the Visiting Ganga during the month ending July 8th. 1902 3. Lime-washing Return for the fortnight ending July 8th, 1902. 4. Plan for two water-closets and one urinal

in the Hougkong Hotel. 5. Petition from the plg dealors requesting permission to erect two matsbeds, one on the beach near Cadogan Street and the other in

6. Mortality Statistics for the weeks anded June 28th and July 5th, 1902.

# TELEGRAMS.

DAILY PRESS" SERVICE.

GENERAL NEWS.

FROM OUR SPECIAL CORRESPONDENT.

LONDON, 22nd July, 7.25 p.m.

UNITED STATES TRADE WITH THE

PHILIPPINES. The United States statistics show that the past year's trade with the Philippine Islands amounted to \$5,000,000, as against

\$94,507 before the annexation took place. These figures are exclusive of military

PRINCE KOMATSU IN GERMANY Prince Komstan has arrived at Essen and will visit Krupp's.

[Krupp's vast iron and steel works are the principal industrial feature of Essen, they employ about 15,000 people.-ED. D.P.]

REUTER'S SERVICE.

LONDON, 21st July. THE KINGS HEALTH. His Mujesty King Edward is well and in good

THE BILVER KING DEAD. Mr. John W. Mackay, the American Silver King, died in Liondon yesterday.

London, 21st July. PLEASURE STEAMER IN COLLISION -SERIOUS LOSS OF LIFE.

A tug belonging to the Hamburg-America Line collided with a pleasure steamer on the Elbe, the latter being snuk. Sixty persons are reported to have been drewned.

THE RETURN OF TROOPS. Ten thousand troops embarked at Durban, or their return home from South Africa, last week THE SO-CALLED LATIN LEAGUE.

Lord Cranborne in the House of Commons stated that the Government had no knowledge of any so-called Latin league between Italy, France, and Spain, for the purpose of regulating the political situation in the Mediterranean and Morocco.

THE FATAL HOUSE COLLAPSE IN YAUMATI.

We understand that Mr. F. A. Hazeland, Police Magistrate, in his capacity as public coroner, has called for an enquiry into the collanse of houses Nos. 30 and 32, Kowloon City Roed, Yaumati, during the typhoon early in the morning of Salurday, 19th inst., when the paper should have been publis and at Macao, ten Chinese were killed and five slightly injured

MR. E. H. SHARP, K.C.

Before proceeding with the business of the Supreme Court yesterday morning ar appeal against a decision given in Chambers wes down for hearing -the Hon. W. Meigh Goodman, Chief Instice, congratu lated Mr. E. H. Sharp on his promotion to be King's Counsel, and remarked that owing to the construction of the Court here, there being no Inner and Outer Bars, it would be impossible to go through the formality of calling Mr. Sharp within the Inner Bar. The new K.C. bowed his acknowledgment

and the business of the Court commenced.

THE HONGKONG VOLUNTEER CONTINGENT.

TROM CUR SPECIAL CORRESPOSDENT.

R. M. H. Tunisian. Sunday, 22. d June.

We are due to arrive in Laverpool early to morrow morning. The last notes from my diary were up to the 12th inst.

We embarked on this steamer at 7 p.m., luggage and everything being taken on board The Contingent are all in the fore part of the ship. They occupy 3rd class accommodation The Volunteers are well satisfied with their quarters. The cabins take three or four.

according to size. The food is fairly good. We left Montreal at 9 a.m. on the 14th inst. We arrived at Quebec that evering, but no one seems likely to apply itself to commercial hour there. The run down the river was very to acquire tangible trade and investment pretty. We have had all sorts of weather -fine, possessions which later on may be passed over

This is a good wear boat. There is a large number of passengers on with a case of whisky.

One of the officers said it was about 150 feet "out of the water. It was a line sight.

second saloon. Several Volunteers contribut d. lying region. including Sergt. Wolf , Pte. Heckford, Gr.

at 3 p.m. to-day, liaving sgain at 8 15 p.m. four skillings, per ton. It has lacked uni-Sir Thomas Jackson disembarked here. We formity of quality, for the miners rarely sorted and the following Hongkong people. Sir it, but some of the best is said to rank with Thomas and Miss Jackson, Mr. and Mrs. Cle- Cardiff coal, and all of it is marketable. Timber mont Palmer, and Mr. and Mrs. Phos. Skinner. four feet in diameter has been brought out of (LL "D" Co., H.K.V.C.). The Volunteers the semo district. Various prospectors have are in good health and spirits; the trip seems lately gone into the district, and reports from to have done them a lot . I good. Usual games, them, while intended for general information. Drill at 7 and 11 a.m.

#### RUSSIA'S CHANGING POLICY.

FROM A : PECIAL CORRESPONDENT.

Port Arthur, 5th June. As no one supposes that the lease of this part of the Liaotung Peninsula for twenty-five years carried with it the slightest intention by Russia of terminating occupancy at the end of that term, it is not news to announce that work here performed could not have been more thorough if Russia had the land in fee, instead of by leasehold. A visit here disposes of certain preconceived notions that seemed well-rooted. If this place were to be reserved as a military and naval station, preparations for a new city, now well advanced, would be difficult to explain. The site of the present town will become a fortress but the civilian town will be reached as handily as one may, in any city, cross the boundary tha separates adjacent wards, and observation at this time can hardly fail to upprove a means of escape from a town altogether so quattractive as the old settlement, where the sun glares, the dust blinds-except when rain chokes the highways with deep mud-and where locomotion at all seasons is so tortuous, odorous, uneven as to madden everyone less callous than the roystering Russians and the nervoless Chinese. The new town was laid out on modern lines.

It covers two miles square and has straight, wide roads, passable exits toward the outlying areas, harbour conveniences suitable for a busy port, and house room for twice the population that could be packed into the present Port Arthur. There will be waterworks and electric lighting. Auction sales in two sections have yielded \$600,000. The cost of I ying out the city and supplying it with public works wil be defrayed from such sales. The design for the new city looks to develop along lives peace; and hope expects from the civilian town more benefits to Russia than from the quarter from which civil life is excluded, within the coming year. Dalny, the city which is to spring into the commercial arena, may hardly be characterised as a stalking horse, but calculations would be wide of the mark which assumed that Port Arthur was to neglect everything except fortifications. Whatever the future may hold for Dalny, Vladivostock, or for some seaport near the tip of Cores, this harbour most for some years be the most convenient under Hussian control for railroad business, for which quick transit to the China or Japan coast may be required. It is the natural railroad terminus for passengers or freight destined for either of those countries, for while its position may not be superior to that of Dalny, that condition must still be referred to a time ahead, to arrive after the expanditure of from 15,000,000 to 20,000,000 roubles.

Meanwhile the railway will run directly here, as it is doing, and Dalny will be off on a branch line. Vladivostock will doubtless attract trade of its own, for development in that region seems inevitable, but such development is also shead, and the connection of railway links in northern Manchuria has relegated Vidirostock to an inferior place just now as a railway terminus. With the Russian bag open at may be ground in lobal wills! both places, it probably does not much If in these lines they may hew the way and matter which of the two ports shall so establish a leadership which only superior gather in the greater amount of business, evergy can wrest from them, they will but it may not be too much to say that do their utmost to meet with strength and if the element of nationality did not enter skill all competition which they may encounter. into railroad control, and if this port were in To this end they succurage co onisation. other than Russian hands, a start might now realising that the contest for commercial be made which would give any other port supremacy is to be decided by peaceful means. bereabouts a long stern chase before it could and yet with no less care and effort than they overhaul Port Arthur Purpose to mislead have given heretofore to addivities employed need not be credited to the announcement that for armed aggression and defence, they no goods will enter here except military sup- appreciate how valuable a sturdy yeomancy may plies, for that intention may be entirely com- be in the furtherance of their purposes. With patible with a miscellaneous commercial use for Russians scattered in all directions, interests of this port, while other ports are fitting themselves to attract business. Assuming that Russis is alive to trade and investment enterprise, it is not to be supposed that Russian capital will idly await the completion of railway or municipal conveniences at a time when outside energies are heading this way.

Russian advantages in transportation, in seaporte, and in prestige among the nativ would probably be seenre enough to excuse ordinarily a belated entry into business compotition; but since Rassia's work here has been mainly political, with strong military bias, the field now approached is untried, and the Russians show no disposition to waste time before familiarising themselves with it. House the edvantages that are obvious may be offset by those not so clearly definable, and Port Arthur amouth, rough, and and cold, sunshing, etc. to ports specially devised to barry on or to control such lines of development.

Port Arthur has relied on Japan for coal, and board 194 firs about 250 secord, and about on the United States for railway from and sup-150 third class. We have the Ca. adian team plies, flour and various provisions. These goods for the Bisley meeting, Lt. Col. Burland in could not be brought everland and the meagre command. He very kindly presented our min agricultural and mineral returns from the interior forced the port to a choice between hans On the 17th inst we passed a splendid iceb rg. from Japan and the Pacific coast of America. and those from Odessa. Reilway construction has made accessible agricultural districts and On the 19th there was a concert given in the coal and iron fields, in Manchuria and the out-

There is one point on the railway, not far Lammert, Gr. Jenkins, Gr. Loykum, and Cor. from Mukelen, where native miners bave brought coal in carts, a distance of fifty miles. We arrived at Moville, Co. Donegal, Ireland, and sold it at two dollars Mexican, or less than bear out native tales of great mineral wealth the rapid transfer of bodies of troops. A

there. The richness of the coal mines worked by the China Engineering and Mining Co., across the Pechilhi Gulf, invests with plausioility all surmises that lands in Marchuria and elsewhere, which the railway approaches, will respond abandantly to exploration. Iron ore may now be brought almost any distance overland, at rates to compete with cost of freights over the Pacific, if Russia should decide that bome products must be used be shut out

A problem of some magnitude presents itself in this connection, for this port has been customs free and plans have always contemplated a free port at Dalay. That arrangement seems likely to induce trade away from China ports, where the five per cent. tariff rules. Apparently, if was thought, in the first instance, that uc berrier would be raised against the transit by rail of such free goods into China. There i no sign yet of a barrier, but the device has worked scarcely at all against China, while it has enabled bayers for the territory back of Vladivostock, a high tariff port, to get goods in by Port Arthur much more cheaply than could Vladivostock merchants who brought in goods in the regular way, paying the Bussian duty at Vladicostock, and finding sales impossible, except at a loss, because of the miertness of their competitors in using this place as a free port of entry. Bince the government mus wish to prevent embarrasument to Russian morchants from this cause, the free port plan may not work. It is, of course, desirable to favour the importation of Russian goods of all kinds. If such goods be brought by sea, charges must be so much greater than the trans-Pacific rates and the rates across from Japan that the goods could not compete in price with goods similar in quality from the United States and Japan. Should shipmants come by rail, the cost of long hand and the confusion incident to separation of consignments, so that Siberia might escape taxation, to be imposed south of the accepted Russian boundary, would add to cost already as high as in China for many products, and higher than for others, and practically close China markets to imports and defeat the main purpose in opening the Liso-

tung harbours. It has been suggested that a customs tax be mosed bere and at Delny, with preferential, rates for Russian -goods; but such a measure would contract the market rather then expand it, and throw burdens on trade in general that could not be borne with any prospect of continued development. A mis-step might provoke serious detrimental results and yet risk must attend any measure of adjustment. There is present compation for a fiscal genius in disentangling this skein. If they could, the Russians would like to eat their cake and have it too. They wish to push their business far into the North. Bailway, bridge, and dwelling construction must consume an enormone amount of iron products and railway equipment. They hope to enjoy the proceeds from cost, iron ore, and a variety of mineral regources of this rich land; to supply the market with cotton prints and other cotton goods made in Russia, and to grow in Siberia and Mancharla wheat which

that land will have the best possible upholders.

Thus while it will not be expedient to oppose bereaboute, by measures seriously offensive, incurations by others in trade, investment or exploration, and while exception cannot be taken in any quarter to the use of agencies everywhere recognised as leg timate, Russian interests may become so important, should results turn out as planned, as not only to begin entries on the credit side of the national books, against military debits, but also to justify here and along the frontier further expenditures to hold securely all that may be gained, and lay foundations for the future. Newchwang is off the main line of railway. It is not a port to be sespised commercially, but in the scramble for foreign trade here, Russin stands in no worse place than any loreign bidder and therefore may papture quite as much trade as any of the other was allowed on shore, as we were only half an growth, even if the ultimate motive may be only applicants get. That post means stated in any case, in the free-forball list.

> The Biberian Fallway may have bed its inception in though of military manaportation In its present stage it is as inadequate for that service as for any sther demanding speed and efficiency in operation. The only travel yet bossible by all-rail means is that which venture some spirits, able to shift for themselves, and feughebeth as for a cumpaign may take for an experience worth remembering. Most of the trips made overland well by the Amur River route, which has been superseded by no more expeditions and much more trying travel over the newly connected rails which bring Port Arthur nearer in time to Bt. Petersburg than

is Viadivostock.

From present appearences, the line will not become efficient for military use as good as for general travel, and the time for the latter is not definitely calculable. Thus for the present, at any rate, the road will be viewed as much better adapted to commercial than to military call, and improvement will doubtless look for a long time to satisfying a limited patrouage, such as passenger travel and odd fraights, rather than to providing means for

quicker and surer way of landing men and | Hyacinth, Juno, Minerva, Brilliant, and Rainammunition is by sea transport.

With the railway establishment, a telegraphservice has become operative which presents | Revenge (8.). Aneon, Comperdown, Empress of drawbacks of a crude order but which answers India, Sons Pareil (S.). Benbow, Collingwood commercial requirements fairly well, and induces (S.), Edinburgh, Devastation, Hero, Conqueror, business at the comparatively low rates at which it carries messages—the cost per word being 10 | trafia (8.). Galatea. kopecks, or five cents gold, to Manchurian kopecks to London, and 98 kopecks to New may be as to the real purpose of the railway | Cleopatra. and telegraph, the creation of a fleet of twenty | Line B. - Wizard, Hunter, Hosty, Zebra, or more ships, for a coasting trade over a route | Syren, Success (S.), Bullfinch, Huvock, Hornel, from Shanghai to Vladivostock, touching at Swordfish, Porcupine, Sturgeon, Haughty, this and other northern ports, and at points in Ranger, Snapper, Roebuck, Racelofse (S.), Japan, will hardly be charged to other than Lyng, Cortest, Shark, Sorightly (S.), Lively, commercial account. Two ships in the fleet | Vixen, Vigilant, Opossum, Charger, Decoy, make 16 knots per hour, a speed not Dasher, Scaflower (S.), Martin, Pilot, Nautilus, approached by any other port in the coasting | Liberty, Wanderer, Dolphin,

trade. Port Arthur as a town remains as good a work on it has not been intended for the public eye, or for other than military and official the hollow of the sheltering hills, the old blot will disappear or be covered by the wall of a fort. That will be a distinct gain for decency whatever may await the civil ort in commercial lines.

#### THE CO! ONATION NAVAL REVIEW: AS IT WAS TO BE.

FROM OUR SPECIAL CORRESPONDENT.

Portsmonth, 21st June. It only requires fine weather, which a present we are not having, to make the 28th a record day. The British ships have commenced to assemble at the famous old roadstead Spithead. but in other two days all the vessels will be in their allotted positions and by the 24th all the foreign vessels will have arrived. It may be interesting to note the force that will be present at Spitheed on Saturday, June 21st. There will be 21 battleships, 10 1st class cruisers, 13 2nd class cruisers, 2 3rd class cruisers, 1 sloop, 17 torpedo gunboats, 32 torpedo boat destroyers, 7 torpedo boats and 10 training ships, making a total of 113 pennants, whilst the personnel will be 28,981 officers and men. The foreign men-of-war will number 19, and taken in alphabetical order will consist of the following flags-Argentine, Austria, Hungary, Chill, Denmark, France, Germany, Gresce, Italy, Japan, Netherlands, Norway, Portugal, Russia, Spain, Sveden and United States, each country sending one ship except Japan, which sends three, and Portugal two, and amongst these there will be 11 admirals' flags flying.

The following naval lieutenants have been told off to the foreign warships, and will remain attached to them until the Review and the festivities connected with it have ended: J. I Waterlow, of H.M.S. Magnificent, to the cruiser Montcalm (French); B. G. Washington, of H.M.S. Mars, to the c.d.s. Norge (Norway); G. T. C. P. Swabey, of H.M.S. Prince George to the Pobeida (Russia) J. R. Segrave. of H.M.S. Pembroke, G. L. Seurin, of H.M.S. Jupiter, to the battleship Illinois (United States); F. A. Powlett of H.M.S. Rainbow, to the Kaiser Frederick III (German); W. Henderson, of H.M.S. Excellent, to the Carlo Albento (Italy) R. S. Williams, of H.M.S. Pembroke, to the Japanes Admiral's Staff; B. V. Brocke, of H.M.S. Ariadne, to the Herl of Trolle (Danish); J. A. Ingles, of H.M.S. Sutlej, to the Don Carlos (Pertuguese); W. L. Williams Mason, of H.M.S. Dorie, to the Carlos V (Spain); J. L. S. Kirkness, of H.M.B. St. George, to the Holland (Dutch); R. G. Stone, of H.M.S. Hyacinth, to the Psara (Greece); M. L. Hutton. of H.M.S. June, to the Szigetvor (Austriau) G. D. Jephson, of H.M.S. Niobe, to the Chacabrico (Chili); C. L. Cumberledge, of H.M.S. Furious to the Presidente Sarmiento (Argentine). Captain J. E. Crowther, R.M.L.I. interpreter in Russian, has been appointed to H.M.s. Victory for duty during the Beview, and will be attached to the Russian flagship.

Six trains conveying the Royal and distinguished guesty will run from London to Portsmonth on the morning of Review day. They are due at the High Level platform, Portsmouth at 9.55 a.m., 10.5 a.m., 10.15 a.m., 10.25 a.m. 10.45 s.m., and 11.85 s.m., and will run into the Dockyard by way of Unicorn Gate, discharging their passengers at the North Railway Jetty, where extensive platforms are being erected for that purpose.

Amongst the other events to be celebrated in Portamouth on Coronation Day, not already announced, will be a banquet in the Drill Hall of the R. N. Harracks to 1,000 men from the foreign ships of war with 500 British seamen and marines as hosts. At the invitation of the Mayor, all officers and men of foreign ships, in uniform, will have the free use of the electric tram cars, free admittance to the Naval and Military Exhibition, International Naval Athletic Sports on the United Service Recreation Ground on the 27th, and an open-air service on the same ground at 10 a.m. on Sunday, 29th, when the Mayor and Corporation will attend.

Particulars have now come to hand as to how the Coronation Fleet will be moored at Spithead The Fleet will be organised in sub-divisions as shown in the following list for Review purposes, postal and other arrangements. 't be letter "S." against a ship's name denotes the Senior Officer of the sub-division :-

Line E .- Magnificent (S.), Mars, Prince George, Majestic (8.), Jupiter, Hannibal, London (8.), Niebe, Sullej, Ariadne, Furious (8.) Doris, Pactolus, Prometheus, St. George, (8.).

Line D .- Resolution (S.), Trafalgar, Nile Hawke, Immortalité, Orlando, Narcissus, Aus-

Line C .- Severa, Melampus (8.), Andromache, points, 15 kopecks to points in Russia, 59 | Seytla, Retribution, Apollo, Jaseur Hazard (3.) Spanker, Alarm, Skipjack, Leda, & Speedwell, York ; ocean cable rates having been from here Onyz (S.), Renard, Circe, Jason, Grassh pper \$2.80 (Mexican) per word to London, and \$3.30 | Antelope (d.), Gleaner, Sheldrake, Sharpshooter, to New York. However sceptical observation | Scagult, Fentome, Northampton (5.), Calliope,

Line A .- Fervent, Zephyr, Starfish, Ele tra. Ships in lines D. E. F. are to be 11 cables specimen of dirt and ramshackle dinginess as apart; in line C, 14 cables apart; and in line it was before the Russians occupied it. Their B one cable; the distances of ships apart in column being reckoned from bow to bow.

There are to be eight columns of ships, with information. With an attractive new city in 20 ressels in the two principal lines, and 30 in the lines for smaller craft. The main lines are lettered from A to H, the A line being nearest the Portsmouth shore, and H nearest the Isle of Wight. Line A is filled by torpedo-boats and Government yachts, the latter being placed nearest Gillkicker Point. Next come torpedoboat destroyers. C line consists of second and third-class ernisers and torpedo gunboats, D and E of battleships and cruisers, and F of the 16 foreign mon-of-war. After making the tour of the lines the Victoria and Albert will anchor between E and F lines, between the German and Italian men-of-war, and the King will receive the senior officers of the British and foreign warships on board the Victoria and

> G. approaching the fleet, the Victoria and Albert will enter the lines between B and C returning between C and D, and then steaming up between D and E, and after rounding the Oden at the eastern end-of the line, proceed between E and F to the position indicated.

It has now been officially notified that all the British ships will be connected with each other by submarine telegraph cables. Each flagship will be at the head of a group of ships connected by electric cables, and cable will connect each flagship. In the same way the fleet will be in telegraphic and telephonic communication with Horse Saud and Gillkicker forts, and these in their turn will be in similar communication with the Commander-in-Chiefs office. Portsmouth. The two forts will be fin charge of the Chatham and Devouport signal. ling staff. A station efloat on H.M.S. Decastati n will be in charge of the Portsmouth signalling staff. These communications are to be maintained from June 20th until the fleet

Directions have also been given as to the saluting when the King passes in the Royal yacht. All the officers are to form a line on the poop and salute together, afterwards remaining at attention until the whole of the Royal procession has passed. Ships are also to be manned.

> POLICE COURT. Wednesday, 23rd July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

EMBEZZLEMENT BY AN EUROPEAN. Edward W. Langley, of Ireland, an assistant in the Viotoria Dispensary and resident at the Cosmopolitan House, was charged with having on 14th May, 1901, and on 5th May, 1902, then being a servant to the Victoria Dispensary, feloniously and fraudulently ombezzled and stole the two several sum of \$42.40 and \$36, received by him for his employers. The defendant, who was formerly chief o police in Honolulu, pleaded guilty and was sentenced to six months' imprisonment with

hard labour. DANE ATTEMPTS SUICIDE. John Owen, of Denmark, boatswain of the sailing ship Dynomene, pleaded guilty to attempting to commit spicide on the ship by cutting his throat, and was sentenced to seven days hard shour. Owen inflicted a deep gash, and had to be removed to the Gor ernment ivil Hospital, from which institution a certificate was sent to his Worship affirming that the defendant was now able to appear a

the Police Court ALLEGED ASSAULT BY A SOLDIER. A lukoug told the Beach that when he ordered Daniel Marshall, a private in the Welsh Fusiliers, whom he found sleeping after three clock in the morning in the vicinity of the Government offices, Albert Roud, to get up out of that and take himself off. Marshall rose to

his feet and gave him a blow on the nose. Marshall denied this and as the charge was

ROBBERY. Li Chuck and Chun Shui, coolies, were sentenced to three months hard labour each for stealing \$32 and various articles of personal wear and adornment from Chan Shing, a farmer in Yaumati.

BEFORG ME, J. H. KEMP (Acring Police MAGISTRATE.)

THE KOWLOON RICKSHA CCCLIE Remarks have already appeared in this column regarding the idiosyncrasies of the Kowloon ricksha coolin, and the following in another illustration of the independence exhibited by him when he feels disinclined to accept hire. At 6.15 p.m. on the 18th inst. Lieut. Disny, H.K.S.B.R.A., sent his "boy" to call a rick ha. In Elgin Road be saw one. and asked the coolie to go to Lieut. Diany's quarters, but this the latter flatly refused to do. The "boy " noted the number of the ricksha. and Lieut. Disny, who reported the incident to Inspector Williamson, was thus able to have the coolie summoned.

His Worship after bearing evidence, dismissed the charge against the defoudant of refusing to accept a passenger on the ground that a vehicle driver is not bound to leave the stand unless personally engaged by-the passenger.

LATE TELEGRAMS.

NEWS YIA CEYLON.

GENERAL NEWS. CRICKET.

London, 5th June. Cambridge beat Oxford by five wickets. Surrey beat Derbyshire by seven wickets. Gloucester beat Somerset by three wickets. Notts best Leicester by 181 runs.

The match Australians v. Warwickshire has been abandoned owing to min. The match Hants v. Sussex was drawn. The Players beat the Gentlemen by an innings and 68 runs.

London, 5th July. The Polo Freebooters have won the Hurlingham Championship Cup.

Ranelagh has won the International Polo Tournament. In the final Ranclagh beat the Spanish team by S goals to 2. SANDHURST AND RUSTICATION.

London, 7th July.

Later. Mr. St. John Brodrick said that he fully concurred with Lord Roberts' disciplinary

Lord Hugh Cevil urges the Sandhurst cadets

to protest against rustication as a method of

measures at Sandhurst. STREET BETTING. London, 7th July.

The report of the Committee of the House

of Lords on betting has been published. They recommend that stringent legislation be adopt ed to suppress street belting. "CHICAGOISING" LIVERPOOL.

London, 7th July. Americans are acquiring a great provision business at Liverpool.

SLATIN PASHA ON THE SOUDAN.

London, 7th July. Statin Pashs, interviewed by Reuter's Vienna correspondent, says that he advocates the introduction into the Soudan of strong, but not speedy, automobiles as a substitute for railways. He favours the development of the Soudan on agricultural, not mining, lines.

THE PRINCE AND PRINCERS OF WALES. Colcutta, 9th July. A local paper states that tentative arrangements are being made in India for the reception of T. R. H. the Prince and Princess of Wales in December.

Nothing is known at Simla of arrangements being made in India for the reception of the Prince and Princess of Wales in December. Their Royal Highnesses are not expected in India until the autumn of 1903; but nothing has been settled about their visit.

INDIAN BAILWAY OFFICAL FOR CHINA. Calcutta, 9th July. Mr. Wynne has definitely accepted the offer of the Peking Syndicate, and has resigned his position as Agent of the Bengal-Nagpur Reil way. Mr. Beckett will officiate and will

MAULED BY A TIGRESS. Calcutta, 9th July. Major F. T. Williams, of the 28th Madras Infantry, who was mauled by a tigress, died in Madrus Hospital on Monday night. KING'S HOSPITAL PUND.

probably be confirmed.

London, 8th July. The Maharajah of Jaipur has given £5,000 to the King's Hospital Fund. THE UNIPPING COMBINER OFFER.

London, 8th July.

Mr. Arnold-Forster, speaking in the House of Commons, said that Mr. Pierpont Morgan's offer on behalf of the Shipping Combination to place the ships at the disposal of the Ad miralty for the next fifty years, had not yet been accepted, because it will only be treated in relation to British shipping generally. It is being very carefully considered. Mr. Arnok -Forster said that he would make a general statement as soon as possible.

COTTON CRISIS. London, 8th July. The cotton crisis in Lancashire is becoming more acute. The trade regards a heavy reduction in the output as the only solution.

THE SIAM CROWN PRINCE. London, 8th July. The Crown Prince of Siam has arrived at Paris and has been received by President Lonbet.

DUKE OF NORFOLK'S BEREAVEMENT.

London, 8th July. The Dake of Norfolk's only son is dead. CLYLON AND THE ALL-BRITISE CABLE. London, 9th July.

The Daily Mail announces that it is able to confirm the statement that the Coylon-Cocos cable is being considered by the Eastern Telegraph Company, which will shortly decide the matter. The Coylon-Mauritius project has not yet been discussed officially. THE GLASGOW POCOBALL DIBASTER.

London, 10th July. Mr. Alexander McDongall, the contractor for the Ibrox Park Etand at Glasgow, has been acquitted, after standing his trial on a coarge of homicide experts stating that the text-books are misleading and out of date.

Calcutta, lith July. The Royal Prince Francis Joseph of Braganza, two gamins and an adult, were remanded at Southwark, on the 9th instant, on a grave charge alleged to have been committed n the 25th ultimo. The Prince was admitted

PORTUGUESE PRINCE IN TROUBLE.

FRENCH COMBOLS. London, 10th July. The French Chamber and Senate have not supported by the evidence his Worship | agreed upon the conversion of the three-anda half Renter into three per cents. PRANCE IN SIAM.

London, 10th July. Le Temps, in a leading article, says that France must clearly define her action in Siam. France is free to not as she thinks expedient within her sphere, but she must devote herself to defending her position on the (P) Menam Valley, which is only possible if she possesses the confidence of the Siamees.

London, 10th July. All foreign and Colonial competitors at Henley have been defeated. In the Dismond Sculls final Mr. Kelly boat Mr. Etherington Smith.

HENLEY REGATTA.

SOUTH AFRICAN AFFAIRS.

DAVELOPMENT SCHEMES. London, 6th July. Considerable progress has been made in the whome of land settlement in the Transvasland

the Orange River Colony. The number of applicants is onormous. Temperary settlement is being made in urgent cases. Large schemes of irrigation are contemplated by the Imperial Government. The military railways will hence forth be styled the Central and South African railways. Lieut-Colonel Sir E. Gironard has been appointed Railway Commissioner.

THE LADYSMITH HELIOGRAMS.

Calcutta, 8th July. The London correspondent of the English. General Sir Redvers Buller has published his Ladysmith heliograms. They differ immsterially from the version given by " I he Times. History of the War." The following is the The Times History version (? General Buller's) as it appears :-- " Certain I cannot relieve Ladysmith for another month. Even then only by means protracted siege operations. You will burn your cipbers, destroy your gan, fire away your ammunition, make best terms possible with general beseiging forces, after giving me time fortify myself on Tugels." BIR CHARLES WARREN'S CASE.

London, 10th July. Mr. St. John Brodrick, in the House of Commons, said that there is no similarity in the cases of Sir Redvers Buller and Sir Charles Warren; and to allow a rejoinder from Bir Charles Warren would be contrary to precedent and to discipline.

THE CAPE CONSTITUTION.

London, 7th July. The Daily News, the Doily Chronicle, and the Standard welcome Mr. Chamberlain's decision regarding the Cape Constitution. The Times and the Daily Telegraph admit misgivings on the subject. The Morning Post is astonished that the Government should over-ride the welltramed judgment of Lord Milner.

The mass of opinion commends Mr. Chamberlain's decision on the question of the suspension of the Constitution of the Cape Colony, The Colonial Ministers assembled in London unanimously approve. Bir Gordon Sprigg hastens his return for the purpose of meeting Parliament. H. is convinced that there will be a full and sufficient majority for passing the Indomnity Act.

KATIVE LABOUR AND THE BAND. London, 7th July. The Times correspondent at Johannesburg states that anxiety is felt regarding the supply of native labour. There will probably be a permanent difficulty in making the supply of native labour keep pace with the growing require-

ments of the Kand. EX-SOLDIERS AS MINERS.

Calcutte 9th July. The London correspondent of the Englishman telegraphs on the 8th instant, as follows:-The Times publishes a telegram from its Johannesburg correspondent stating that, owing to an insufficient supply of native labour, it is proposed, as an experiment, to employ discharged

A "HISTORY" BY BOTHA. General Louis Boths has informed the correspondent of the Daily Mail that he is arranging to write an official history of the war. in conjunction with General de Wet and the other Boer leaders

THE TERMS OF ALLEGIANCE.

London, 8th July. The Earl of Onslow, the Under Secretary of State for the Colonies, has stated in the House of Lords that only those prisoners-of-war who accept the position of subjects of the King will be allowed to return to South Africa; but the British Government is willing to accept a formal declaration where there are objections to the oath of allegiance. His Lordship further said that there would certainly be a difference beween foreigners and burghers under the peace terms; burghers were entitled to repatriation, but foreigners were not.

RETURNING BOERS. Calcutta, 11th July. The London correspondent of the Englishman, telegraphing on the 9th instant, states that arrangements are now being made for the repatriation of the Boer prisoners abroad, 'It is hoped to commence sending them back almost immediately. Small district commissions with resident magistrates presiding, have been appointed to supervise the work.

THE THIRD TEST MATCH

ENGLAND BADLY BEATEN.

London, 5th July. In delightful weather and before a good attendance Mr. Jessop (not out 53) and Tyldesley (not out 11) resumed their innings at Sheffield to-day. The start was disastrons, Mr. Jessop being given out leg before wicket to Trumble when he had improved his overnight score by 2 runs. Tyldesley also fell to the same bowler. when he had added I runs to his total. A. C. MacLaren came in and played a fine innings but received little support. C. B. Fry left after sooring 4 runs, being given out leg before wicket to Trumble, whilst F. S. Jackson, after acoring 14 runs, fell a victim to Noble. Lilley had made 9 runs, when Noble got his wicket, and Braund after making 9 runs was caught. out by Armstrong, also off Noble's bowling. A. C. MacLaren, after playing a fine innings. was caught by Trumper off Noble's bowling, and Hirst fell to Noble for a "duck." Rhodes and Barnes had made 7 and 5 runs respectively, when Trumble bowled Barnes, and the innings, with 7 extres added, finished for 195 runs, or 143 behind. The following are the full scores and bowling analyses :-

Second Innings.
Mr. Jesuop, Ibw, b Tramble
Abel, c Hill, b Nob s  Mr. Jesuop, lbw, b Tramble
Mr. MacCaren, d Trumper, h Noble Co
MP. Pry 109 H 1 Tuestio des anno en esta reseau de
Mr. Jackson, b Noble
Lilley, b Noble and an arrange of the second
Brand, c Armstrong, D Doble
Braund, c Armstrong, b Noble
Khodes, not out
Barnes, b Trumble
Total
BOWLING ANALYSIS.
Second Incings
Runs. Wickets. Average.
Noble 52 6 8.66
Trumble 49 4 12.25
Traimper 19 0
Saunders 68 0

ALL ENGLAND.

in ratiring to Europe with two millions of money, and leaving his wife to the care of the British Army, was made at the time by an old Scotch gamekeeper in Aberdeenshire, who was a great admirer of Paul Kruger. His master told him that Kruger had fled and left Mrs. Kruger behind him, adding, " Well, what do you think of Mr. Kruger now?" The gamekeeper, in a sad and sympathetic voice, replied. " Eh, sir, but mony a man would be glad to do the name."

An amusing excuse for Mr. Kruger's action

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer Empress of Ching arrived at Yokohuma yesterday, at 3 a.m., and is due here on the 30th inst., a.m.

this port yesterday. The N.Y.K. steamer Yaucic Maru (Australian Line) left Kobe ma Shimonoseki and Nagasake for this port on the 22nd inst. p.m., and is expected to arrive here on the 80th inst.

# EASTMAN'S

KODAKS. FILMS.

AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE.

174. QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

FROM MAKER TO USER.

We beg to inform you that we have established a Retail Store for the sale of the

LATEST IMPROVED SINGER SEWING MACHINES

AT NO 3A, WYNDHAM STREET

and shall be pleas I to serve you when you need a FIRST CLASS SEWING MACHINE.

We Manufacture Sewing Machines for EVERY STITCHING PROCESS FOR CLOTH OR LEATHER, Family or Manufacturers' uses.

We will employ a full Corps of Expert Operators, and Instruction will be GIVEN FREE OF CHARGE.

Machines will be sold for Cash or on Monthly Payments, and we will take your OLD MACHINE part payment for a NEW ONE. . We will at all times be prepared to Rent Machines, and special attention will be given to

Repairing. A full supply of Needles and Oil always on hand at low prices.

Permanency constitutes a strong safeguard to the purchaser of a SINGER SEWING MACHINE and we are IN CHINA TO STAY.

PLEASE REHEMBER THAT THERE ARE NO GENUINE SINGER MACHINES MADE IN GERMANY.

# SINGER MANUFACTURING CO.

(OFFICES IN EVERY CITY IN THE WORLD.)

Hongkong, 22nd July, I 32.

THE CAPTURE OF AN ARMED DHOW.

EXCITING CHASE. The Aden correspondent of the Times of India sent details on the 8th inst, of a recent capture of a dhow with munition, of war for

that the affair was exciting. Captain Pears, finding that men-of-war Aden, where he died soon after arrival. There were useless in capturing these dhows, owing to the snugglers dropping the guns overboard when a big ship was sighted, fitted up two dhows with 3-pounder guns, and placed a crew of blue jackets

in them under the charge of a naval officer. One of these dhows, under Lieutenant Bevan, was cruising along the Arabian Coast, when the officer observed a dhow of a suspicious appearance heading towards the African Coast. One of the Arab crew was sont sloft to wave a cloth. Observing these signs the strange dhow approached closer; but, probably observing the 3-pounder in the bow of Lieutenant Bevan's craft, she suddenly turned completely round and steered direct for the thore. The beach was then about two miles distant. Lieutenant Bevan ordered a blank charge to be fired across the "enemy's" bow to induce her to stop. Instead of complying with this polite request, the strange dhow replied with rifle shots, and half a dozen bullets flow over the British craft, one narrowly missing Lientenant Bevan, who, with the exception of the Arab steering, was the only one exposed. Another blank charge was fired; but again the reply was rifle bullets, whereupon Lieutenant Bevan ordered a shell to be fired. Beveral shots took effect on the hull of the chase, until one

shell out the balyards of the sail, which clattered down on the deck. The two dhows were quickly close together, and none too soon as they were then only half a mile off the beach. As Lieut-naut B. van's dhow steered alongside the other, a tall Arab on the peop, whose oft arm was banking loosely at his side. wounded, raised his rifle with his right hand. and pointed it point blank at a petty officer who was only a few feet away, Before he could pull the tigger, however, Lieutenant Bevan brought him down with bis revolver; and with his fall all opposition ceased. The decks of the captured door presented the appearance of a shambles. The man steering had been killed by a shell which, crashed through the stern bulwark of the dhow, and almost out him in two: while another man had his legs almost s vered from his body. Concealed in the dhow were 64 rifles, and in her hold was found a large quantity of material for making gunpowder, and The A.L. steamer Tirol left Shanghai for several tons of lead for manufacturing bullets Soon after the contraband goods had been transferred to Lieutenant Bevan's dbow, and the prize taken in tow, the Perseus hove in

aight, and the gallant officer was enabled to

make an immediate report to his commandin

officer, who complimented him upon his successful adventure. The whole of the crew of the prize, with the exception of the three mentioned, jumped overboard and swam for the shore. No attempt was made to intercept them. The two who were killed were buried by Mahomedans among Lieutenant Bevau's crew, and the the Mad Mullah by H.M.S. Perseus which show one shot by Lientenant Bevan, who had been previously wounded by shell, was carried on to were no casualties among Lieutenant Bevan's

MOET & CHANDON'S

PER 1 DOZEN BOTTLES

PER 2 DOZEN 4-BOTTLES ...

"DRY IMPERIAL"

CHAMPAGNE

MARTELL'S THREE STAR

BRANDY PER DOZEN

PER DOZEN

from the famous Cellars of

MESSRS. GUICHARD, POTHERET & CO

SOLE AGENTS-

12, QUEEN'S ROAD.

Communications respecting Advertisements, Subcriptions, Printing, Binding, de., should be addressed DATLY PRESS only, and special business matters

THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until anntermanded.

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P.O. Boz, 33. Telephone No. 12.

#### NEW ADVERTISEMENTS

ACHINERY.—AGENT WANTED on commission for large British Engineering Firm wishing to develop engineering business: willing to take up new branches. Apply, with particulars, to "AGENT," Care KEITH'S ADVERTISING AGENCY, 59, George Street, Edinburgh, Scotland.

TO LET.

66 CITRAWHERRY HILL," THE PEAK.

THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD. Hongkong, 24th July, 1902.

TO LET.

46 LENIFFER," KOWLOON.

Apply to-THE HONGKONG LAND INVEST-MENT AND AGENCY CO., LD. Hongkong, 24th July, 1902.

PUBLIC AUCTION.

R. GEO. P. LAMMERT has received instructions to Sell by Public Auction,

TUESDAY. the 5th day of August, 1902, at 3 P.M., at his SALES ROOMs, in Duddell Street. THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, Situate at Victoria in the Colony of

Hongkong, viz. :-All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Subsection 1 of Section A of Inslud Lot 1 .. 25. with the Messuage and Building erected thereon and known as No. 1, Ladder Street. Area 533 square feet. Term 75 years and a further term of 924 years. Annual Crown Rent 39.

For further Particulars and Conditions of Sale, apply to JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Mortgagees;

or to THE AUCTIONEER. Hongkong, 24th July, 1902.

A NEW SENSATIONAL

SERIAL

### WILLIAM LE QUEUX

(AUTHOR OF "WHOSO FINDETH A WIFE," "IF SINNERS EXTICE THEE," "PURPLE AND FINE LINER," &c., &c.) WILL APPEAR IN OUR COLUMNS

WEDNESDAY, 30TH JULY,

#### SEVEN THE SECRETS."

ENTITLED

Mr. Le Queux, the popular novelist, is intimately acquainted with nearly every-European country, and with the various types of European life, especially in their political and diplomatic aspects; and when it is borne in mind that his experiences give him command of very rich and varied sources of material, it need occasion no surprise that the reading and re-reading of his works is an ever-fresh delight to countless admirers.

Hongkong, 24th July, 1902.

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE. THE Company's Steamship

"LAERTES." Captain Parkinson, will be despatched on WEDNESDAY, the 30th inst. For Freight or Passage, apply to

BUTTERFIELD & SWIBE, Hongkong, 24th July, 1902.

IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES. THE Steamship

"BAYERN." OF THE NORDDEUTSCHER LLOYD. having arrived, Consignees of Cargo are hereby, informed that their Goods, with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the Godowns.

of the Hong ong and Kowloon Wharf and Godown Company, Limited, howloon, whence delivery may be obtained; Optional Cargo will be forwarded unless notice to the contrary as given before 10 A.M.

To-DAY, the 2Brd inats No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31th Jay, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th July, at 9.30 A.M., and THULSDAY, the 31st July, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the

undersigned. NORDDEUTSCHER LLOYD MELCHERS & CO.,

Agents. 1 tugkong, 23rd July, 1902.

NEW ADVERTISEMENT "BARBER" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

8.8. "HILLGLEN." FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject

All Claims against the Steamer must be presented to the Undersigned on or bafore the ist August, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th last, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED.

Hongkong, 23rd July, 1902.

AUCTIONS PUBLIC AUCTION.

THE Undersigned have received instructions to Bell by Public Auction TO DAY (THURSDAY) the 24th July, 1902, at Noon, at the

HONGRONG AND KOWLOOK WHARF AND GODOWN COMPANT'S GODOWNS, KOWL OR, FOR ACCOUNT OF THE CONCERNED, A QUARTITY OF TOWNSVILLE SANDALWOOD. (Weighing About 188 Picula.)

TERMS :- Cash on delivery. HUGHES & HOUGH, Anotionsers. Hongkong, 21st July, 1902.

GOVERNMENT NOTIFICATION. No. 409.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 28th day of JULY, 1902, at 3 P.M., are published for general information. By Command.

F. H. MAY. Colonial Secretary. Colonial Secretary's Office,

Hongkong, 4th July, 1992. Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 28th day of July. 1902, at 3 r.m., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of

PARTICULARS OF THE LOT.

No. of Sale, Registry No. Locality.				Boun	dary entent		Contents in Square ft.	Bus! Ren	set Price.
	æ		N.	8	E	W.	0	=	5
- 1		100	nt.	ft.	11	ft.			
		*		2.5		2.4			
	In- land Lot	 ***	,			*		÷.	
1	No. 1,670	Road Road	55*	- 66'	60	00,	8,300		825

-GOVERNMENT NOTIFICATION.

THE following Particulars and Condi-L tions of Sale of CHOWN LAND by PUBLIC AUCTION, to be held at the Offices of the Public Works Department, on MONDAY, the 28th day of July, 1902, at 3 P.M., are published for general information.

By Command, F. H. MAY, Colonial Secretary. Colonial Secretary's Office.

Hongwong, 4th July, 1902.

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 2eth day of July, 1902, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

of Sale	egistry No.	cality.		Doundary Measurements.				ual Rent.	t Price.
2	Ber	. A	N,	8.	P.	W.	Contents Square	. In	Cpe
		-	n.	R.	ft.	<b>f.</b>		•	
1	Lot	Adjoin- ing B.B.L. No. 9	{ <b>8</b> 6°,	}189.	(120° 20°	}18/	17,950	25	898

PUBLIC AUCTION.

THE Undersigned has received instructions from J. GALT, Esq., to Sell by Public

TUESDAY, the 29th July, 1902, at 2.3 P.M., at No. 13, KNUTSFORD TERRACE, Kowloon, THE WHOLE OF THE HOUSEHOLD FURNITURA

(Full Particulars in Catalogue). On view from Monday, the 28th July. TERMS :- Cash on delivery. GEO. P. LAMMERT Auctioneer

Hongkong, 22nd July, 1902. - COLD STORAGE

Hongkong, 18th November, 1901.

INSURANCES

THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY. Езтавивнер 1836.

THE Undersigned having been appointed AGENTS are prepared to ACCEPT FOREIGN and CHINESE RISKS against FERE, at Current Rates. WM. MEYERINK & CO. Hongkong, 3rd June, 1902.

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1888.)

THE Undersigned, having been appointed I GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates. P. LEMAIRE & CO.

Hongkong, 7th February, 1901. THE WESTERN ASSURANCE COM-PANY OF TORONTO, CANADA. INCORPORATED 1851. Cash Security ....

Total Losses Paid ... ...£6,769,240 THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Hongkong, 22ud July, 1902.

ANCE COMPANY OF HAMBURG The Undersigned AGENTS of the above

Company are PREPARED TO ACCEPT First Cure Foreign and Chinese Risks at Current STEMBSEN & CO.

Hongkong, 20th May 1895 THENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates. DOUGLAS LAPRAIK & CO Agents for the Phoenix Fire Office.

tfougkong, 17th August, 1887. NOTICE. TATE have This Day been appointed VV AGENTS of the MANCH ESTER

ASSURANCE COMPANY, and are prepared to Accept Risks at Current Rates. ALEX. ROSS & CO. Hongkong, 1st July, 1902 FIRANSATUANTIC PIRE INSUL-

ANCE COMPANY, OF HAMBURG The Unierugued, caring been appointed AUENTS for the above Company, are prepared to rOUEPT RISKS against FIRE at En rent Rates.

SIEMBSEN & CO., Hongkong. 16th November. 1872.

AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEB, BROCKELMANN & CO., Hongkong, 21st April, 1897 COTTISH UNION AND NATIONAL INSURANCE COMPANY,

> EDINBURGH AND LUNDON. ESTABLISHED 1824.

£6,000,000. Invested Funds, £4,900,000. Annual Income, £1,000,000. Fire Insurances effected at Current Rates. Terms and Particulars may be had on application to-

SANDER, WIELER & CO., Agents in Hongkoug. Hongkong, 16th July, 1902. QUN INSURANCE OFFICE, LONDON

FOUNDED 1710. the Undersigned having been appointed AGENTS for the shove Company, are prepared to ACCEPT RISKS against FIRE at Corrent Rates.

BIEMSSEN & LO. Agente. Hours ng, 16th May, 1892. TORTH BRITISH AND MERCAN

TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1901,

AUTHORISED CAPITAL ... 28,000,000 0 SUBSCRIBED CAPITAL ... 2,750,000 0 0 PAID-UP CAPITAL 687.500 O O II. FIRE FUEDS............ 2,695,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE a Current Rates, SHEWAN, TOMES & CO.,

Agenta. Hongkong, 1st July, 1902.

SALAMANUER FIRE INSURANCE COMPANY. THE Undersigned, bring bear appointed

AGENTS for the above Company, ar repared to ACCEPT I ISKS against FIRE at Current Rates. HCTZ, NJACOB & CO. Hongkong, 2nd April, 1900.

AVID CORSAR & SONS MERCHANT NAVY NAVY BOILED CANVAS LONG FLAX RELIANCE CROWN

ARNHOLD, KARBERG & (O.

Sole Agenta PURE FILTERED HIGH-CLASS AERATED WATERS

TARPAULING

THE very best obtainable. As prepared in MANCHESTER. Don't fail to try [1984 these NEW and DELICIOUS AERATED DRINKS EXCELLENT and CHEAP Kola Champagne, Cherrynde, Orangeade, Champagne Cider, Lemon Squash, Superb FIRHE HONGRONG ICE COMPANY, Law, Finger Ale, Tonic Champagne, Vanilla Water, have now 40,000 Cubic feet of Cold Brown Tonic, &c., &c. Ac. Please address Storage available at EAST POINT. Stores will THE ROYAL AERATED WATER'S be Open at 10 A.M. and 4 R.M. daily, Sundays MANUFACTORY, WORKS: WES! excepted, to receive and deliver perialishte goods POINT; Or F. P. DANENBERG, Tele-WE PARLANE, Manager phone, 867 Price List and Order book on 6 Application

PUBLIC COMPANIES

THE PUNJOM MINING COMPANY LIMITED.

IN Accordance with Articles Nos, 26 and 27 of the Articles of Association of the Company, NOTICE IS HEREBY GIVEN that the following Shares will be liable to be FORFEITED, unless the Call due on the 15th day of November, 1901, he paid, together with INTEREST at 10 per cent, per Annum, at the Office of the Company, No. 18, Beaconsfield Aronde, on or before the 25th day of July.

The following are the distinguishing Num-

bers of the Ordinary Shares :--2559/2583 741/765 1271/1370 5381/6480 3134/3163 4233/4234 .9269/9318 8744/8543 6552/6651 11704/11753 9919/10018 9469/9518 12444/12493 15:63/15282 12697/12706 14003/14012 17391/17445 15805/15854 15676/15700 19184/19233 10134/19183 19084/19133 21416/21419 19234/.9.83 21406/21415 22100/22121 21975/21990 22047/2297 T 22322/22421 22897/22946 23036/23060 22092/23010 24197/24246 24097/24198 25997/24098 24807/24856 24797/24806 24297/24396 25519/25543 25444/25493 25114/25143 25849/25598 25619/25643 26271/26320 25924/25948 28454/28463 28178/28353 31894/31993 31015/31114 34058/34077 32676/32693 33115/33164 35092/35141 35892/35841 35592/35691 35842/35891 36142/36166 36042/36091 35942/35991 36831/30853 36167/36185 36671/36720 37144/37193 36854/36878 36879/36893 37434/37508 37334/37383 37384/37433 38154/38163 37679/37703 38124/38153 40704/40753 40554/40603 38269/38272 41379/41428 41329/41378 44300/44399 41704/41728 41729/41740 46167/45216 44878/44879 44870/44874 46120/46124 45518/45527 45443 45467 46730/46829 46125/46174 46020/46069 47076/47125 46880/46919 46966746490 47490/47539 47226/47250 47201/47225 47840/47864 47565/47589 47890/47914 48090/48114 47865/47889 48208/48218 48140/48189 48115/48139. 49368/49392

48231/48242 49352/49367 50030/50079 49930/50029 49443/49492 50280/50329 50230/50279 50080/50129 ~ 50830/50929 50330/50429 50630/50729-55216/55205 51630/51929 54947/54971 55291/55340 55266/55290 £5341/55390 55994/55998 55991/55993 55391/55490 57602/57626 57102/57201 55999/56010 57717/57816 57637/57656 57627/57636.

58582/58831 59541/59550 W. KERFOOT HUGHES, Acting Secretary. Hongkong, 8th July. 1902.

THE HONGKONG ICE COMPANY. LIMITED. NOTICE.

TN accordance with the provisions of No. 104 of the Articles of Association, the General Managers baye this day declared an INTERIM DIVIDEND for the Half-year ended 30th June, 1912, of Four Dollars per Share. DIVIDEND WARRANTS may be obtain ed on application at the Office of the Company on and after MONDAY, 28th July. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th

inst, both days inclusive. JARDINE. MATHESON & CO., General Managers. Hongkong, 15th July, 1902.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED. N INTERIM DIVIDEND of Six Dollars per Share for six months ending

30th June, 1902, will be payable on the 29th inet, on which date Dividend Warrants may be obtained on application at the Company's The TRANSFER BOOKS of the Company will be CLOSED from the 21 t to the 29th

inst., both days inclusive. By Order of the Board of Directors, A SHELTON HOOPER, Secretary. Hongkong, 14th July, 1902.

THE WEST POINT BUILDING COMPANY, LIMITED. N INTERIM DIVIDEND of One A Dollar and a Half per Share for Six

months ending 30th June, 1902, will be payable. on the 29th just., on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 29th instant (both days inclusive).

By Order of the Board of Directors. A SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Limited. General Age its: The West Point Building Co., Limited.

Hougkong, 15th July, 1902; HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE SEVENTY-SECOND ORDINARY

HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road t entral, on TUESDAY, the 5th AUGUST, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Aud tors. The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to the 5th

August inchaive. By Order of the Board of Directors, T ARNOLD. Secretary. Hongkong, 15th July, 1902.

QUAN WAH & CO. GRARITE MERCHART CONTRACTORS La Dealers II ARBLE and GRANITE ONUMENTS. No. 1. QUEEN'S BOAD EAST.

Hongkong, 17th October, 1890 TSANG FOO & CO. BAM WING HING

Estimates, Designs & Prices on A plication.

All descriptions of Granite for Export

COAL MERCHANTS. No. 43 DES VŒUX ROAD CENTRAL. Telephone No. 829 [1674 1: Hongkong, 23rd September, 1901.

BANKS

TYONGKONG & SHANGHAI BANK ING COEPOBATION. \$10,000,000 PAID-UP CAPITAL RESERVE FUND STEELING RESERVE. \$10,000,000 SILVER RESERVE ... 4,250,000 -\$14.250,000 RESERVE LIABILITY OF PROP'TORS.\$10,000,000

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SPORT AND ANECDOTE.

BY AN OLD FOREY.

THE SECOND TAST MATCH. Begiening again where I left off, I must take up the thread of the story of the Test Matches. Our very fickle climate was the cause of a disappointment at Lord's. Boards of Eastman's Kadak Films and Accessories; | Control may fix the hours of play from eleven in the morning until six in the evening, but what is the use of the regulation unless they can bring some influence to bear upon the deities who apparently delight in tensing the Englishman by more perversity. Between the showers of the first day it was possible to play for an hour and three-quarters, but in that time the cricket t as quite as exciting as cockfighting. You may think the simile somewhat strange, but Bromide and Crayon Enlargements and you may be astonished to hear that the noble game of summer was once used for the very purpose of weening the people from the cockpit. I think it was in 1752 that the Corporation of Sheffield decided to devote a specific sum for the encouragement of the game of cricket, in the hope that it would prove more attractive than a main with fighting, blue-blooded birds. Thank heaven, if our civilisation of to-day is but a veneur, at any rate there is a healthy feeling in favour of cricket as compared with cockfighting, even if the strife between but and ball may be slow; and we may be subject to such fearful flascos as the second Test Match of this Coronation year, when England scored 102 for the loss of a brace of wickets, and there was

MR. F. S. JACKSON, Into the details of the game I do not propose to enter, but as at Birmingham Mr. Francis Stanley Jackson came to the resous of England at a critical time, and in conjunction with MacLaren scored the whole of the runs, for the two batsmen who fell were dismissed in the first two overs without a run being scored, these being none other than the Admirable Crichton of the day, Mr. Charles Fry, and the star of the east, Kumar Shri Ranjitsinhji, who was decorated with a "Mr." in front of his name at Birmingham, and an "Esquire" after his patronymic at Lord's, although, of course, both are absurd for a man who is a Prince of one of the reigning houses of India. At this crisis Mr. Stanley Jackson appeared on the scene. and as at Birmingham was one of the main men in extricating his side from the difficulty. Mr. Stanley Jackson, who is a son of the Right Hon. W. L. Jackson, the member for Leeds, and formerly in the Cabinet, is a military man in life style, and has all the fearlessness of a soldier in his play. Nothing can daunt him, and the more nerve making the crisis to most men the stronger the appeal to this Yorkshire gentleman who does not reckon the word fear in his vocabulary, and who has unlimited confidence allied to supreme skill. For my friends should know that I consider Mr. Stanley Jackson a cricketer of supreme all-round ability, and I may even go so far as to say that there have been few more accomplished players in all departments of the game. There is a decisiveness about Jackson's methods which is IUR OFFICE has This Day (21st inst.) refreshing. He is virile in the extreme, and quite the reverse of the dandy the superficial observer might be tempted to think him if they saw him walk to Lord's in frock coat, silk ha' under an umbrella. But a man rises superior to his sarterial embellishment, and Stanley Jackson may be taken as representative of the well-groomed English officer in mufti. But he has the courage of a soldier, and brings this invaluable attribute into cricket. The Yorkshireman is a strong back player with any smount of defence and great power of forcing the ball anywhere between the bowler and square leg and mid-on sheerly by his wrist work. But he has in his repertoire a grand off-drive, and a splendid square out, so that he can get runs all round the wicket and get them well. I should think that Mr. Jackson is one of the strongest back players that we have, and is particularly effective on a slow and even difficult wicket. But unlike most amateurs he has taken the trouble to become an able bowler: his medium pace off-deliveries are very destructive, for they mip back quickly from the pitch and require a lot of playing. On a wicket which at all helps him Mr. Jackson is very awkward to keep out of the stumps, as the Australians recently found at Leeds when he

captured four wickets in an over, and altogether

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five for 12 runs in the second innings -a very | whether any one of them was equal in merit venture. He is certainly one of the finest at Birmingham in May this year or his 55 at bowlers the Gentlemen have had in modern

HIS CRICKETING CAREER. Francis Stanley Jackson was born at Chapel Allerton, near Levds, on November 21st. 1870, and had the great advantage of an education at Harrow and Cambridge, after which he passed into the Army, although he is a director of the great firm of Jacksons, Ld., of Le-ds. For two years he has been at the front in South Africa, although he was once invalided home. However, it is with his cricket career that we are chiefly concerned. Successful both at Harnow and Cambrid, e, he made his name early in life, and it is reported that while his father was a candidate for Parliamentary honours, he was congratulated on a very excellent butting performance, and his reply was amusing, for he said :- "Oh, yes thanks. It'll do the governor a bit of good "-a sort of suggestion that the cricketing popularity of F. S. Jackson was not a matter of much moment to himself, but was an element of importance to his father who was seeking the suffrages of the electors. I believe, too, that Mr. W. L. Jackson had more than once to pay for the help that his son rendered him in this way, although he was quite willing to reward him with a pound a run in such Society functions as the University match. Mr. Stanley Jackson came

into first class cricket in 1890, and in his fourt season, when he was 23, he reached an aggregate of over 1,000-to be exact 1,328-and it is noticeable that in 1893-94-95-96-97-98 and 1899 he always had a handforne four-ligure aggregate. his best year being the last, 1899, when he was called away to the war, for then his total was 1,847 and his average was 45.2, although he had thrice before exceeded 40 runs per innings. However it was in 1895 that he realised Lord Hawke's wish and his own ambition to engrave his name amongst the roll of those cricketers who have hit 1,000 runs and captured over 100 wickets in one season, for then he bagged 104 victims for about 15 runs spiece. He has achieved every honour possible to a cricketer, save he has not been to Australia, although he has repeatedly been compelled to decline the invitation to do so. His last match in Eugland prior to going to the war was for Yorkshire against Mr C. 1. Thornton's eleven, when be made 101 at Scarborough. When he was invalided home be assisted the Gentlemen against the Players in an odd match at the same rendezvous and again exceeded the hundred. But returning to first-class county cricket at the beginning of this season he crossed the rabicon once more in his first match against Essex. He scored 101, so that in three successive games he compiled his "contury" at intervals spread over three years. and this I think is one of the most remarkable

records in cricket. Altogether in eleven seasons

of first-class cricket he has hit 11,7 0 runs

averaging no fewer than 34.74 per innings, while

he has also captured 613 wickets for 12,019

runs, giving him a viotim for rather less than

20 runs each. This is a record which among

amateurs has, I should say; only been exceeded

by the greatest master of all-"W.G." who is

best left out of calculation in considering

oricket records. ME. JACKSON'S WORK FOR ENGLAND. However we set out with the intention of referring to the deeds of Mr. Jackson against the Australians. When he was only 23 he was chosen for his first Test Match, and made his debut in these trying ordeals at Lord's in July. 1893, when on a slow pitch he began with 91 but within a month he participated in the third and lust Test against Blackham's leam, and contributed 103 ere he was run out. When my friend Arthur Mold, the last men, arrived. Jackson was 99, but the young Cuntab, almost immediately drove a de ivery from Giffen over the boundary, amid loud cheer. This was truly a brilliant commencement of his international campaign, but even 103 is not his bighest score against the Australians in a Test Ma ch, for will any of us ever forget that in 1899 at K-nnington Oval he again attained the hundred, his figures being 118, while Tom Hayward was responsible for 137? Between them they established record for the Test Matches of 185 for the first wicket, this being the total when Ernest Jones bowled Jackson. It was a very memorable performance, and I shall never forget the

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Lord's last week. In both matches there had been a dreadful slump in wickets, but, while the pitch was good at Birmingham, the turf at Lord's was rather affected by rain and runs were never easy to make. Of all the matches in progress during this very wet period set sport for the second Test, it is noticeable that Mr. Jackson's 55 was the highest score. Altogether in 17 completed innings in games between England and Australia he has made 720 runs and averaged 42, while his six efforts at Lord's give him 50 per innings, glorious figures truly, but still not equal to the 67 for each attempt at Kennington Oval, He has never realised expectations as a bowler in these games, but he has achieved quite enough for the honour of England. Mr. W. G. Grace has hit two hundreds for England in the Motherland, but if Mr. Jackson can only reach that high scoring mark once again he will attain a record among umatours. Only thirteen "centuries" have been compiled for England in Tests at home, these being distributed thus :- W. G. Grace (2), F. S. Jackson (2), Arthur Shrewsbury (2), and Tom Hayward (2), A. G. Steel, W. W. Read, K. S. Ranjitsinbji, William Gunn and John

Tyldesley each claiming one: Mr. Jackson is

just the kind of pincky man to build a niche

for himself. CRANFIELD, THE BOWLER. Somerset are evidently the team to spring a surprise on any eleven. Last year they succossfully assailed the presumably invincible position of Yorkshire, when they very nearly defeated in the home and home matches. However, they soundly rated the Tykes at Leeds last July, and this June, with about helf their team, they have beaten Lazeashire at Old Trafford by nine runs. At a dinner in London during Whit-week Mr. Sammy Woods declared that Somerset had often to play first-class mutches, with about five second-class players. Such was their experience at Old Trafford, but L fancy there were a few second-class men in the Lancashire team. The match was confined to two days, and on a damaged wicket the scoring was always low, 129 being the tallest total, and 35 by FAnson the highest individual score. It was a battle between bowlers, and in this Cranfield was the star artist, for in the first innings he recured six wickets for 61 runs. and in the second eight for 65, or in all 14 wickets for 126 runs, which is a rich harvest even in such a rainy season. This professional Beaumont Cranfield, is, if I remember aright, a native of Bath, and has at any rate spent all his life in the n-ighbourhood of the sister cities of Bath and Bristol. A slow left-handed bowler, Cranfield, who is also on the staff of the M.C.C., has quite taken the place of Tyler, and, in my opinion, is a mn h superior bowler to Tyler. He has a very awkward ball that swims" across the wicket, and often bowls a batsman off his pads, while another variety is the ball which breaks away to the off. But he is always an insidious, seductive bowler to whom our feels inclined to step out and have a hit. The result is often disaster, and in this particular match I notice that Mr. A. E. Newton stumped four and caught three so that a bagful of seven is by no means bad for any wicketkeeper, and I certainly think that Nowton, who is an old Oxonian and forty years of age, is worth his place sgainst the Players up at Lord's. As he also scored 32 (not out) and 20 there is no don't that he will regard this as

one of the happiest matches of his career. THE A.A.A. CHAMPIONSHIPS.

The arrangements are now being completed for the annual championship meeting of the Amsteur Athletic Association, when a new event will be institut d, namely a 220 yards race on a straight course. This, I expect, will resolve itself into a match b tween C. H. Jupp, the old Sherborne boy of Surbiton, and E. Harrison Kenyon, of the Manchester Athletic Club. The A.A. have not fixed a standard time for this event, but surely they might do so. In addition to the New Zealand athletes and Duffy. the sprint champion, there are to be several other Americans, so that the gathering looks more than ever like being worthy of Coronation

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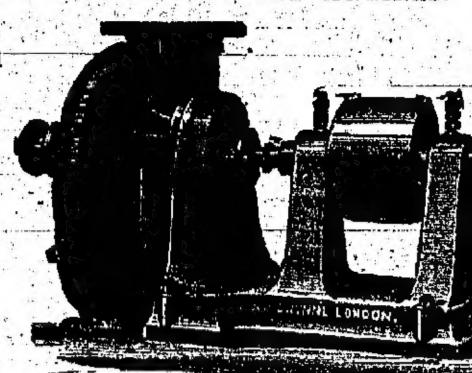
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Serabaya. 7th August, 1901.

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Hongkong, 16th June, 1902.

Hongkong, 26th November, 1901.

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FOR PREIGHT APPLY TO

BUTTERFIELD & SWIRE .....

GIBB, LIVINGSTON & Co. ..... On or about 31st inst.

MCGREGOR BROS. & Gow ...... On 16th August. BUTTERFIELD & SWIRE ..... On 5th August. BUTTERFIELD & SWIRE ..... On 19th August. BUTTERFIELD & SWIRE ..... On 2nd September.

TO BE DESPATCHED

On 2nd August, at Noon.

Ou 16th September. On 20th September. To-morrow, at 10 A.M.

To-day, at 4 P.M.

On 29th inst., at 3 P.M.

DESTINATION	VESSUL'S NAME	PLAG & BIG BERTH	CAPTAIN
ONINN, &c., VIA PORTS OF CALL	VALETTA	Brit. str 2 m.	
LONDON, VIA SUEZ CANAL	GLENTURERY	Dric. str.	R. Webster
ONDON & ANTWERP	ULYSSES	DFIL. BUT.	******************
ONDON	ANTENOR	Dritt. Str.	
ONDON IVERPOOL DIRECT	PYRRHUS	Brit. str	
MARSEILLES & LONDON	MALACCA	Brit. Ber	J. S. Thompson
MARSEILLES, &c., VIA PORTS OF CALL	ANNAM	Fren. str	Sellier F. Davies
ROLMEN VIA PORTS OF CALL	KIAUTSCHOU	Ger. str	P. Luneschloss
HAVRE & HAMBURG	AMBRIA	Ger. str	Bahle

2. From Harbour Master's to Blake Pier.

LUNDUN	DARDARON MINISTRA	D.14		7	O DOLL O
LIVERPOOL DIRECT	PYRRHUS	Brit. Str	·		
MARSEILLES & LONDON	MALACCA	Brit. str	M. A. Doleon	P. & O. S. N. Co.	To-morrow, at 10 A.M.
MARSEILLES CONDON & ANTWERP V. S'PORE, &C.	KAWACHI MARU	48b. str	n. m. Thomboom alters		
MARKEILLES & VIA POETS OF CALL	ANNAM	Fren. str	Berriet (*)************	MESSAGERIES MARITIMES	On 28th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. STORE, &C.	BINGO MARU	Jap. str.	T. O THE A LOSS CLEANED BY THE WAY		On 9th August, at Daylight.
RELATEN VIA PORTS OF CALL	KIAUTSCHOU	Ger. str	P. Luneschloss		On 7th August, at Noon.
HAVRE & MAMBURG	SILESIA	Ger. str.	monto itasebbereit im: bhi	HAMBURG-AMERIKA LINEE	Or 30th inst.
HAVRE & HAMBURG	AMBRIA	CHOIL BUE,	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	C. FEED LARRE	Ger. str 2 %	Fuchs	HAMBURG-AMERIKA LINIE	On 28th August
WAYRE & HAMBURG	KONIGSBERG	Ger. sur	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	ther. str	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	FREIBURG	Ger. str.	Prosch	HAMBURG-AMERIKA LINIE	
PRIESPE &c. via SINGAPORE, &c	TIBOL	Aus. sur.		SANDER, WIELER & Co	On 29th inst, P.M.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str 2 7	Mosea	SANDER, WIELER & Co	On 16th August: P.M.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str 2 2	*************	L'ODWELL & CO., LIMITED	About 5th August.
NEW YORK VIA SUEZ CANAL	INDRAMAYO	Brit. etr		JARDINE, MATHESON & Co	On 15th August.
NEW YORK VIA SUEZ CANAL	BENCLEUCH	Brit. str	Thompson	GIBB. LIVINGSTON & Co	On 31st inst
NEW YORK	COMET	Brit. bq 2 2	Davis	REUTER, BROCKELMANN & Co	Quick despatch.
NEW YORK	VERON'A	CARL DIE	hatti tirantimihataa	CARLOWITZ & CO	On 28th inst.
NEW YORK VIA SUEZ CANAL	ASAMA	Drit. ser	we are resourced tibute t		On or about 15th August.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	H. Mowatt		On 26th inst.
VANLOUVER, VIA SHANGHAL, &c.	EMPLESS OF CHINA	Brit. att 2 %		CANADIAN PACIFIC R. Co	On 6th August, at Noon.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAL &C	TOSA MARU	Jap. str			On 28th inst., at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN'	Dike of Fife	Brit. str 4 %	Late the second sets, in the set of the	DODWELL & Co., LIMITED	On 2nd August.
VICTORIA (B.C.) & SEATTLE VIA MOIL SEC	KAGA MABU	Jap. str —	J. W. Ekstrand		On 11th August
WICTORIA OF CAR. PACOMA VIA JAPAN	HYADES	Brit. str	ageine anerenen Brrangite ine Pf	DODWELL & Co., LIMITES	On 12th September.
PORTLAND, UREGON	INDRAVELLE	Brit, str	Cravon	PORTLAND & AMATIC S.S. Co	On 20th inst.
AUSTRALIAN PORTS	TAIYUAN	Brit. str 2 n	· min in page miningania	BUTTERPIELD & SWIRE	On 29th inst.
AUSTRALIAN PORTS	YAWATA DIABU	Jap. str	A. E. Moses	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str		GIBB, LIVINGSTON & Co.	
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str		NIPPON YUSEN KAISHA	
KOBE & YOKOHAMA	HAKATA MABU	Jap. str		NIFPON YUSEN KAISHA	
KOBE & YOKOHAMA	AWA MARU	Jap. str	N. Trennt	NIPPON YUSEN-KAISHA	On 15th August, at Daylight.
NAGASAKI, KOBE & YOKCHAMA		Jap. str 2 n		NIPPON YUSEN KAISHA	
TIENTSIN	NANCHANG	Brit. str		BUTTERFIELD & SWIRE	On 28th inst.
SHANG AAT & CHINKIANG	KOWLOON	Brit. str 2 n	Stehr	SIEMSSEN & Co.	To-day, at 4 P.M.
SHANGHAI	WHAMPOA	Brit. str 2 n	· Ingresonger and the best	BUTTERFIELD & SWIRE	On 26th inst.
SHANGHAI	CANTON	Brit, str	C.F.Lockstone, R.N.R.	P. & O. S. N. Co	On or about 26th inst.
	/1	Buit atte	A T Tanial	D LO Q N Co	On an Alama Int. Amount 1.

#### LAERTES ..... Brit. str. ... SINGAPORE ......

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA POLYNESIEN .....

ANPING, VIA SWATOW & AMOY ..... MAIDZURU MARU ......

TAMSUL VIA SWATOW & AMOY ..... DAIGI MARU ...... Jap. str. ....

Kiukiand

Runt.

FOOCHOW VIA SWATOW & AMOY ..... ANPING MARU ...... Jap. str.

July 22, HILLGLEN, British steamer, 2,500, S. Pulford, New York and Manila 19th July, General.—Dodwell & Co., LD. July 23, Argo, Norwey austr ,878, W. Melberg, Tourane 20th July, General, -SANDER,

SWATOW, AMOY & FOOCHOW ......

CEBU & ILOILO ......

SINGAPORE, PENANG & CALCUTTA.....

SINGAPORE & BOMBAY .....

MANILA

WINLER & CO. July 23, BAYERN, German str., 3.128. H. above TO-DAY, the 24th inst, at 4 P.M. MELCHERS & Co. . .

July 23, HAITAN, British str., 1,138, J. S. Roach, Foochow 20th July, Amoy 21st and Swatow 22nd, General.-DougLas LAP-RAIR & CO. July 23. Hus, French steamer, 705, Godinau

Haiphong 18th July, Pakhoi 19th, Holhow. 2 th and Kwangchauwan 22nd, Rice and Fugur.-A. R. MARTY. July 23, Kenal, British ship, 1,822, J. Hughes,

New York 3rd April, Kerosene .- ORDER. July 23, PRONTO, German str., 632, H. Grandt, Amny 21st July, General.-Sikmssen

July 3, TRIUMPH. German str., 759, Hansen, Ch-foo and Newchwang 17th July, Beans and Oil.-JERREN & O. July 23, KIUKIANG, British str. from Canton.

CLEARANCES. ATTHE HARHOUR MASTER'S OFFICE. -23rd July.

Hmis hier zell, German str., for Swatow. Heatheraly British str., for Weibniwei. Himsony, British str., for Singapore. Nameliang, British str., for Canton. Skad, Norwegiau str., for Bangkok. Then. German str . for Tsingtau. Trinen, British str., for Moji. Whampon, British str , for Cantou.

DEPARTURES. HARS MENZELL, German str., for Swatow. HEATHCRAIG. British str. for Weibaiwei. Kashing, British str., for Swatow. MATHILD". German str., for Hollow. NANCHANG, British str., for Canton. RICHMOND CASTLE, British str., for Shanghai. Romutus, American str., for Manila. SACHS: N. German str., for Europe. SARPEDON, Brit'sh str., for London ... \* SKULD, Norwegian etr., for Baugkok. TSINAN, British str., for Moji. UGANDA, British trapt., for Usleutta. WHAMPOA, British str., for Canton. VESSELS IN DOCK

22nd July. ABBRDEEN DOCKS .-KOWLOUN DOCKS .- H.M.S. Wicern. Dynn. mene. Taiyuan, Zafiro, Solent, Michael Jebson, Horlan, Hanoi.

COSMOPOLITAN DOCK.— SHIPPING REPORT. The British steamer, Hailan, from Foochow 20th July, Amoy 21st and Swafow 22nd, had moderate S:W. wind and ses, fine and clear weather to Amoy. From Amoy to Swatow moderate to light S.W. wind and sea, fine and clear weather. From Swatow to port moderate S.W. to S.S.W. wind and sea, flue and clear weather. Vessels in Foochow-Haeshin and Anping. In Amoy- Wenchow, Daigi Maru and Cheangehew. In Swatow-Chefoo, Hanyang and Foochow

# VESSEL ON THE BERTH

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK. HE full powered Steamship

"VERONA." Captain Spiesen, will be respatched for the above port on MONDAY, the 28th inst. For Freight, apply to CARLOWITZ & CO.,

Hongkong, 18th July, 1902.

VESSELS ON THE BERTH INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

Brit. Str.

FOR MANILA. | FTHE Company's Strainship

HAITAN .....

KAIFONG.

LOONGSANG

ROSETTA MARU

Kumsang .....

"Loongsang." Captain G. S. Weigall, will be despatched as Bleeker. Bremen 11th June and Sings. 'this steamer has superior accommodation for 18th July, Mails and General .- First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managere. Hongkong, 21st July, 1902.

HAMBURG-AMERIKA LINIE. FOR SHANGHAI AND CHINKIANG. THE Steamship

"KOWLOON! Captain Stehr, will be despatched for the above ports TO-DAY, the 24th inst., at 4 P.M. This Steamer has superior accommodation for First and Second Class Passengers. For Freight or Passage, apply to BIEMSSEN & CO.,

Hongkong, 23rd July, 1902,



TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA. THE Company's well-known Steamship

"ROSETTA MARU."

3.876 Tons. Captain Tate, will be despatched for MANILA TO MORKOW, the 25th inst., at Noon Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agente. Prince's Buildings, Ice House Street. Hongkong, 22nd July, 1902. DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOV THE Company's Steamship

Captain Roach, will be despatched for t above ports TO-MORROW, the 25th inst., For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 23rd July, 1902. THE CHINA AND MANILA STEAD SHIP COMPANY, LIMITED

FOR MANILA. THE Company's Steamship

Hongkong, 22nd July, 1902.

Captain R. V. Almond, will be despatched for the above | rt on SATURDAY, the 26th ins Highest-class Passenger Steamers. Hig powered, newest and most up-to-date on the 1 un. All Accommodation amidships. Electri Light and all other modern improvements.

Surgeon is carried. For Freight or Passage; apply to SHEWAN, TOMES & CO. General Managers.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

BUTTERFIELD & SWIRE ......

MITSUI BUSSAN KAISHA

Douglas Lapraik & Co.

Jardine, Matheson & Co. ...

MITSUI BUSSAN KAISHA

JAEDINE, MATHESON & Co. .....

BUTTERPIELD & SWIRE

W. B. Palmer ...... P. & O. S. N. Co. ...... On or about 30th inst.

BUTTERVIELD & SWIRE

T. Kitano

G. Sakano

T. Saito

G. S. Weigali ....

R. W. Almond

E. J. Buller ...

Parkinson .....

MESSAGERIES MARITIMES ...... On or about 27th inst.

SHEWAN, Tomes & Co. ..... On 26th inst, at 4 P.M.

MITSUL BUSSAN KAISHA ...... On 27th inst.

MITSUI BUSSAN KAISHA ..... On 30th inst.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships-6,000 Tons-10,000 Horse-Power-Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION). R.M.S. "EMPRESS OF CHINA" Comur. R. Archibald, R.N.E. WEDNESDAY, 6th Aug. R.M.S. "EMPRESS OF INDIA" ... Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug. R.M.S. \* "TARTAR" ...... Comdr. E. Beetham, B.N.B. WEDNESDAY, 10th Sept R.M.S. "EMPRESS OF JAPAN" ... Comdr. H. Pybus, R.N.L. ..... WEDNESDAY, 24th Sept

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN. COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return lickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS THANS CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operate

by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in UANADA and the UNITED STATES. In addition to the excellent First Saloon Passenger accommodation; the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacide, also Steerage. The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent. Pedder a Street.

#### NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY

KASUGA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 25th July,
Kawachi Maru J. S. Thompson	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY. 26th Iniv.
Tosa Maru H. Christiansen	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE & YUKOHAMA	Monday, 28th July
HAKATA MARU F. L. Sommer	KOBE and YOKOHAMA	FRIDAY, Ist August at DAYLIGHT.
	SYDNEY and MELBOURNE VIA	SATURDAY, 2nd August, at Noon.
BINGO MARU	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 9th August.
Kaga Maru	VICTORIA. B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	Monday, 11th August, at 4 P.M.
AWA MARU N Trennt	KOBE and YOKOHAMA	FRIDAY, 15th August, at DAYLIGHT.
KAGOSBINA MARU	MOJI, KOBE, and YOKOHAMA	SATURDAY, 18th August,
Through Passenger Ti	ickets and Bills of Lading issued for the decrept, in connection with the GREAT N	Principal Cities in the

### IMPDRIME CORNALN LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENOA, ANTWERP. BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON. AND SOUTH AMERICAN PORTS.

STHAMBES WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN ILUSSIA	
PROPOSED SAILINGS FROM HONGKONG-SUBJ	ECT TO ALTERATION
Steamurs.	SAILING DATES.
* KIAUTSCHOU THURSDAY	
BAYERN THURSDAY	
KONIG ALBERT THURSDAY	A STATE OF THE PARTY OF THE PAR
PRINZESS IRENE THURSDAY	The state of the s
PRINZ REGENT LUITPOLD WEDNESD.	
PREUSSEN WEDNESD	
* HAMBURG WEDNESD.	
SACHSEN. WEDNESDA	
KARLSRUHE WEDNESDA	
* KIAUTSCHOU WEDNESDA	
BAYERN WEDNESDA	
KONIG ALBERT	
PRINZESS IRENE WEDNESDA	Y 21st Jan., 1903.
DARMSTADT WEDNESDA	The state of the s
PREUSSEN WEDNESDA	Y 18th Feb., 1903.
* HAMBURG	TO THE STATE OF TH

\* Steamers of the Hamburg-Amerika Linie Of the HAMBURG-AMERIKA LINIS, Captain P. Luneschloss, with MAILS, PASSEN-GERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Tuesday, the 5th August, Cargo au . Specie will be received on Board until 5 P.M. on WEDNESDAY, the 6th August, and Purcel. wil be received at the Agency's Office until Noon on WEDNESDAY, the 6th August, Contents of Packages are required. No Parcel Receipts will be signed for less than Sain and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesser. Linen can be washed on board. NORDDEUTSCHER LLOYD

For further Particulars, apply to MELOHERS & CO., AGENTS. Hongkong, 24th July, 1902.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER TEOMD.

OSTASIATISCHER FRACHTDAMPFER DIENST. Taking Cargo at through rates to ARTWERP, AMSTERDAM, ROTTERDAM, COPERHAGEN.

LISBON, UPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC POETS, NORTH and SOUTH AMERICAN PORTS.

PROPO	SED SAILINGS FROM HO	NGKONG
1613	SUBJECT TO ALTERATION.	
STEAMBES.	1. "我不知道,我们们的说话,我们就看到我们是有我们也不是一个事情,我们就是一个事情,我们就是一个事情,不是一个事情,不是一个事情,不是一个事情,我们就是不是	AILING DATES
SILESIA	HAVRE and HAMBURG	On 30th July . Freight and
Capt. Bable	(Calling at Singapore and Colombo).	Passengers.
AMBRIA	(HAVRE and HAMBURG	of the birth flashest at some and the
Capt. Ehlers	(Calling at Singapore and Penang)	On 14th Aug. Freight.
C. FERD, LAEISZ	HAVRE and HAMBURG	
Capt. Fuchs	(Calling at Singapore and Colombo)	On 28th Aug. Freight.
KONIGSBERG	HAVRE and HAMBURG	Contact of Freight and
Capt. Blayer	(Calling at Singapore and Penang)	On 10th Sep.   Preight and Passengers.
ANDALUSIA	HAVRE and HAMBURG	
Capt. von Dohren	(Calling at Singapore and Colombo)	On 24th Sept Freight.
FREIBURG	HAVRE and HAMBURG	
Capt. Prosch	( Calling at Singapore and Penang)	On 8th Cot. Freight
For Further Parties	- Particle - Angle -	

HAMBURG-AMERIKA LIN'E, HONGKONG OFFICE, Queen's Buildings, No.

# NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANCHAI. INLAND SEA OF JAPAN KOBE AND YOKOHAMA.

> FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY

Steamer. Tons.	Captain Proposed Sailug
	Captain Proposed Sailing.
DURE OF FIFE 3821	J. S. Cox August 2nd
VICTORIA 3,502	J. Panton August 9th
TACOMA	A Dixon Angust 23rd
Established to the world and the territorial and the second of the secon	
	AST \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P\$ \$P

FEVHE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED . STATES and to EUROPE.

HONGKONG TO LONDON, 252 Excellent accommodation. First-class Table. Doctor and Strewall force states.

Passengers to EUROPE may proceed by one of the First-Class ATLL ATLL ATLL STATES.

HONGKONG TO NEW YOLK.

The Railroad travelling is second to none en the American Continent: two in the continents trains daily from Pacoma: Dining Car is attached to travellontinental trains day and inches Tacoma to New York in 44 days. Magnificent Scenery of the Hooks well Cascion Mouse. TAINS. The YELLOWSTONE NATIONAL PARE roufe. HONGKONG TO VICTORIA AND TACOUR es:

The best route to the KLONDYKE GOLD FIELDS William Stillings Jich Williams and TACOMA to DYBA and St. MICHAEL Bates of Passage to other Points on application. A Special Rate allowed to members of Government Service,

Por further information as to Passage of Proignt, apply to General Ageura Hangkong, 14th July 1912

# PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY. TO BAIL ON SERMERS STRAMERS' MARSEILLES and MALACCA IVA.M. 25th Freight or Passage LONDON ...... A. F. Street ..... July Freight or Passage SINGAPORE and (Prein ...... | About 30th | Freight only. BUMBAY ...... | W. B. Palmer ...... | July | Freight only. CHURAN ...... About lat Freight or Passage.

YALETTA Noon, 2nd See Special Advertisement. \* Calling at Penang and Colombo it ufficient inducement offers.

For further Particulars, apply to E. A. HEWETT. Superintendent

Hongkong, 21st July, 1902. SHEWAN TOMES & CO.'S NEW NATAL LINE OF STEAMERS. YORK DINE. THE Undersigned GENERAL AGENTS FOR NEW YORK VIA SUEZ CANAL I in CHINLand Japan for the above Line THE Steamship are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with Impo-Captain F. F. Bement, will be despetched for CHINA STIAM NAVIGATION Co. 8 formightly the above port on or about the 15th August. service hence to CALOUTER Sailings from To be followed by as "APTON" on or CALCUTTA for CAPE PORTS every fortnight about the 15th September. For Freight and further particulars, For Freight, apply to

Agents.

Hongkong, 8th July, 1902

DODWELL & CO., LIMITED, SHEWAN, TOMES & CO., General Agents for China and Japan. Henglong, 4th August, 1897.

#### VESSELS ON THE BERTH

# STEAMSHIP COMPANY

FROM	
AT ACCOUNT AND TIMER POOL STANIE	NOR" On 3rd August.
GLASGOW and LIVERPOOL "DAR!	OANUS" On 8th August.
EXILIB COLUMN FOR THE STATE AND A SECOND OF THE SECOND	ETHEUS" On 14th August.
A TALL THE CALLET LAND TOTAL TOTAL TOTAL CONTRACTOR OF THE CALLET	HUS" On 20th August.
ACTASCOW and LIVERPOOL C. T. LEG	On the Landson
CATA SCOUNT and THY BISPUUL " DAVA	ED " On 28th August.
GLASGOW and LIVERPOOL JASO	N"On 3rd September.
GDWDGOM WAS TON A TON THE TON	
	TIT I D DC
	WARDS.
	EAMERS TO SAIL
"III.Y	SES" On 5th August.
	MACHUS" On 19th August.
THE CALL OF THE PARTY OF THE PA	ENOR" On 2nd September.
LONDON ANT	
LONDON "DAR	DANUS" On 18th September.
LIVERPOOL DIRECT	On 20th September.

For Freight, apply to

Hongkong, 15th July, 1902.

(Taking Cargo at London Rates)

BUTTERFIELD & SWIRE, AGENTS, O. S. S. CO.

# CHINA NAVIGATION CO., LIMITED.

	TAL RAIL.
	FOR
	AMOY, and SHANGHAL
	SHANGHAL On 28th July
	TIENTSIN Annual control of the state of the
,	CANDIDITE AND THE FILE OF THE SECOND OF THE
	PORT DARWIN, THURSDAY
	ISLAND, COOKTOWN, CAIRNS, CONTAINUAN" On 29th Jely.
	TOWNS VILLED DESCRIPTION OF THE PROPERTY OF TH
	SADNEA WETROOFWE muni
۴,	ADELAIDE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. + Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Forts Taking Cargo and Passengers at through rates for New Zesland Ports.

For Freight or Passage, apply to-

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 24th July, 1902.

OSAKA SHOSEN

PROPOSED SAILINGS FRO	M HONGKONG—BUDY. STEAMERS	LEAVING
FOR	TATALLE MADILE	SUNDAY, 27th
TAMBUI, VIA SWATOW	T. KITANO	July.
TAMSUI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 3rd
AND AMOY	T. OGATA "ANPING MARU"	August. WEUNESDAY, 30th
FOOCHOW, VIASWATOW.	G. SAKANO	July.
ANPING VIA SWATOW	MAIDZURU MARU	" WEDNESDAY, 6th
AND AMOY	The state of the s	August.

Formosa, and are fitted with all modern improvements. Excellent accommodation is provided vior first class passengers and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surv avors, and are registered the highest class at Lloyd's. Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at

Tameni to land all passengers and cargo. OSAKA SHOSEN KAISHA. For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA.

Hongkong, 21st July, 1902.

# PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG VIO SHANGHAL INLAND SEA OF TAPAR, MOSI, KORE & YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO STEAMERIP

8.152 Craven: July 26, 1902 "INDRAVELLI" 3,152 Hollingsworth ..... Aug. 14, 1902 "INDRAPURA" "INDRASAMHA" Through Bills of Lading assued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT. Hongkong, 1st March, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOIS POSTE FRANCAIS.

NOTICE. STEAM FOR SINGAPORE. BATAVIA. COLOMBO, PONDICHERRY, MADRAS CALCUTTA, DJIBOUTI, EGYPT, MARSEILDES, MEDITERRANEAN AND BLACK SEA PORTS. LONDON, HAVRE, BORDEAUX. PORTS OF BRAZIL AND RIVER PLATE.

N MONDAY, the 28th July, 1902, at 1 P.M., the Company's Steamship "ANNAM." Captain Sellier, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcells until 3 P.M., on the 27th July. (Parcels are not to be sent on board: they must be left at the Agency's Office.) Contents and Value of Packages are required. For further partionlars, apply at the Company's Office. G. DE CHAMPEAUX,

Hongkong, 16th July, 1902.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR SINGAPORE & BOMBAY (In close connection with the Company's accelerated line to TRIESTE). THE Company's Steamship

"TIROL," Captain von Bretfeld, will be despatched as above on TUESDAY, the 29th inst., P.M. For information as to Passage and Freight, apply to SANDER WIELER & CO.

THE TRANSPORT OF THE PARTY OF

Acents. Hongkong, 22nd July, 1902.

"BEN" LINE OF STEAMERS. FOR NEW YORK YIA SUEZ CANAL. THE Steamship

"BENCLEUCH," Captain Thompson, will be despatched as above on THURSDAY, the Sist inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 10th July, 1902.

HIP ONE STREET HOLDER "BEN" LINE OF STEAMERS. LOOPER THE STATE STATE OF THE PERSON OF

FOR LONDON VIA BUEZ CANAL. THE Steamship

"BENLAWERS." Captain Bee, will-be despatched as above on or about the 31st inst. For Breight or Passage apply to GIBB, LIVINGSTON & CO.,

Hongkong, 15th July, 1902 UNITED STATES AND CHINA-JAPAN SS LINE.

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG TO NEW YORK (VIA SUEZ CANAL). THE following Steamers will be despatched

as above at monthly intervals, carrying Cargo at current rites PROPOSED SATINGS PROM HONGKONG. 8.8. "INDRAMAYO" ... 15th Aug., 1902. 8.8. "INDRANI" ... 15th Sept., 1902. 8.8. "INDRAWADI" ... Oct., 1902. For Freight and further information, apply to JARDINE, MATHESON & CO.,

NOT RESPONSIBLE FOR DEBTS.

Agents.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Veesels during its stay in Hongkong Harbour ADOLPH OBEIG. Amr. barque, S. Amesbury.

-Standard Oil Co. ALLAS. American ship, McKay .- Standard

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAL NAGASAKL KOBE AND YOKOHAMA. THE Company's Steamship

"POLYNESIEN." Captain Chevalier, will be despatched for the above ports on or about SUNDAY, the

G. DE CHAMPFAUX,

Hongkong. 22nd July, 1902. INDOCHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"KUMSANG." Captain E. J. Buller, will be despatched as above on TUESDAY, the 29th isst., at 3 P.M. For Freight or Passage, apply to JARDINE, MATHESON & CO.,

General Managers. Hongkong, 22nd July, 1902. CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20. DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the -Undersigned.,

NEXT SAILINGS. "TAIYUAN" ... leaves on 20th July. 23rd August. ' TSINAN' 2nd September. CHANGSHA"... CHINGTU" ... Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provi-

European Surgeons carried. BUTTERFIELD & SWIFE

sions during the entire voyage. Duly qualified

CHINA NAVIGATION Co., LD. Hongkeng, 21st July, 1902. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS. THE Steamship

"VALETTA," Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under-arrangement) will be transhipped at Colombo into a steamer proceeding direct to Murseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipmont, Parcels will be received at this Office until

4 P.M. the day before sailing. The contents and value of all packages are required. Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lauric.

For further particulars, apply to E. A. HEWETT.

Superintendent. Hongkong, 21st July, 1902. REGULAR

STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE

PROPOSED SAILINGS FROM HONGRONG. ATHOLL' About 5th Aug. 14th Aug. LENNOX HEATHBURN" 21st Aug. RICHMOND CASTLE" 7th Sept. AFRIDI" 20th cept. HILLGLEN". For Freight and further information, apply to

Bongkong, 24th July, 1902



DODWELL & CO., BO.,

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE. PENANG.

CALCUTTA, COLOMBO, ADEN. SUEZ and PORT SAID. (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, KED SHA, BLACK SKA,

LEVANT, VENICE and ADELATIC PORTS.) THE Company's Steamship CHINA.

Captain Mosca, will be despatched as aboveon SATURDAY, the 16th of August, P.M. This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor. For information as to Passage and Freight SANDER, WIELER & CO.

Agents, Prince's Buildings. Hongkong, 22nd July, 1902. "GLEN" LINE OF STEAMSHIPS. FOR LONDON VIA SUEZ CANAL.

THE Steamslup "GLENTURRET." Captain R. Webster, will be despatched as above on SATURDAY, the 16th August. For Freight, apply to

McGREGOR BROS. & GOW. Hougkong, 22nd July, 1902. FOR NEW YORK.

THE Al, 4m. British Barque "COMET."

Captain Davis, is now loading for the above port, and will have quick despatch. For Freight, apply to

REUTER, BROCKELMANN & CO. Hong kong, 25th June, 1902.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Curro to ADELAIDE, NEW ZEALAND. TARMANIA, &c.)

"AUSTRALIAN." Captain Schow, will be despatched for th above ports on THURSDAY, the 14th August

THE Steamship

This well-known Steamer is specially fitted for Passengers, and has a Refrigorating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the

Electric Light. A Stewardess and a duly qualified Surgeon

N.B.—Return Tickets issued by this Conpany to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Pussage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, 22nd July, 1902.

#### BOSTON STEAMSHIP

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO Suiling.

1902 12th September 3,753 "HYADES" 4th October. "LYRA" 4,200 SHAWMUT" 23rd October. 17th December TREMONT" Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to-DODWELL & CO., LD., General Agents.

Hongkong, 21st July, 1902.

COMPANY.

NORTHERN PACIFIC STEAMSHIP

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA." FROM TAUOMA, VICTORIA. YOKO-

HAMA, KOBE, AND MOJI. THE above Steamer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from slongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents. Hongkong, 20th July, 1962.

NORTHERN PACIFIC STEAMSHIL COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING," FROM TACOMA, VICTORIA, VLADI-YOSTOCK, PORT ARTHUR & MOJI. TETHE above stramer having arrived, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignsture and to take immediate delivery of their Goods from alongside

Cargo impeding the discharge of the Vessel will be lauded and stored at Consignees risk and expense. No Fire Insurance will be effected by us in

any case whatever. DODWELL & CO., LD., Agents.

Hongkong, 17th July, 1902. "BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "RICHMOND CASTLE," FROM NEW YORK, STRAITS AND

MANILA. MONSIGNEES of argo are hereby informed that all Goods are being landed at their risk into the Godowas of the Hongkong and Kowloon Wharf and Godown Company, at Kowloop, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th Inst. will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowne, where they will be examined on the 28th inst., at 3 P.M.

Consiguees of Cargo will please take notice that before delivery can be obtained they must sign the Average Bond, which is lying at the Office of the undersigned, and pay a deposit of 2 per cent, on the nett value of their Cargo for contribution to General Average.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LD., Agents.

Hongkong, 20th July, 1802.

FROM HAMBURG, COLOMBO, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA." Captain Hildsbrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To DAY, the 19th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 r.m. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 21st July 1902.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS. FROM MIDDLESBRO', ANTWERP:

LONDON AND STRAITS. HE Steamship

"GLENFARG" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf Mandjour, Russian cruiser, 14 guns, 1,400 h.p. and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be outnined as soon

the Goods are landed. Goods not cleared by the 28th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days claims will be recognised.

McGREGOR BROS. & GOW. Hongkong. 21st July, 1902. NORTHERN PACIFIC STEAMSHIE OMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE." FROM TACOMA, VICTORIA, YOKO-HAMACKOBE, MOJI AND

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignsture, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vesse

will be landed and stored at Consignees' risk and expense. No Fire Insurance will by effected by us in LDV case whatever.

DODWELL & CO., LTD. Agents. Hongkong, 19th July 1962

THE P. & O. S. N. Co.'s Steamer

NOTICE TO CONSIGNEES.

BALLAARAT. FROM BOMBAY, COLUMBO, AND STRAIIS. Consigness of Cargo by the above as net

vessel are hereby informed that their Gomes are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as room as the Goods are landed.

This Vessel brings on Cargo: -From Loudon, &c., or s.s. Australia. From Anstralia, ex s.s. Aroudin.

& P. S. N. Co.'s steamers. Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. To-DAY, the 17th inst.

Goods not cleared by the 24th July, at 4 P.M., will be subject to rent. . No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Gedown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Cartificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT. Superintendent. Hongkong, 17th July, 1902.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION. Admiral Nakhimoff, Russian cruiser. tone, Capt. Vsivolojsky, at Vladivostock Alcout, Russian gunboat, 8 guns, 1,200 h.p...

Capt. Guinter, at Vladivostock Alonette, French craiser, 300, Lieut. Acom Belloy, at Shanghai Amiral Charner, - French gunboat, 450 tons, Capt. Bachme, at Saigon Aunapolis, ,2merican gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Bohrer, at

Aspic French gunboat, 475 tons, 3 guns, 450h.p., Comdr. Journet, at Baigon Bengali, French ganboat, 580 tons, Lieut. Fitle, at Pakhoi Bobr. R. ssian gunboat, 950 tons, 2 guns, 1,150

h.p., Capt. Dobrovolsky, at Hakodote Brooklyn, American (flagship) armoured cruiser, Captain C. C. Todd, at Manila Bugeaud, French cruiser. 4.009 tons, 19 guos, 9,000 h.p., Capt. Lefevre, at Aagasaki Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shaughai

Capt. De Espiney St. Luc, at Saigon Comete. French gunboat, Capt. Louel, in Gulf of Tonkin Decidee, French gunboat, 690 tons, 6 grans, Capt Leemee, at Chefee D'Entrecasteaux. French flagship, 8,100 tons,

14 guns, 13,500 h.p., Capt. D. du Fournet, Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Sanne, at Saigon Dimitri Donskoy, Russian armoured crusier, 6.00 ; tons, 34 guns, 7,000 h.p., Comdr. M. van der Sekrouff, at Singapore

Din. Portuguese gunboit, 729 tons, Capt. P.

'Azevedo at Hougkong Don Juan de Austria, American gunboat, Com. Bowman, at Manils Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Toxiar, at Takn, Frient, French cruiser, 4,000 tons, Capt Adam,

at Shanghai Furst Bismarck, German flagship, Vice-Admiral Bendemanu, 11,000 tons, 36 guns, Lapt. Prinderick, at Yokosuka Gaidamak, Russian torpedo boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Port Arthur

Geier, German cruiser, 1,600 tone, 8 guns, Coundr. Hilbrand, at Fusan General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila Gramiatechy, Russian gunboat, 1,492 tons, 2

guns, 2,500 h.p., Capt. Smirnoff, at Shanghai Gromoboi, Russian battleship, 12.436 tons, 26 gans, 14,500 h.p., at l'ort Arthur Guichen, French eruiser, 8,20 , tons, Capt. De

Hansa, German cruiser, Rear Admiral Kirch, hoff, 6,800 tons, 30 guns, Capt. Paschen, at Teintau Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at

Herina, German cruiser, 6,100 tons, 30 gans, Capt. Derzewsky, at Tsintan Iltis, German gunbout, 1,000 tons, 10 guns, Lient.-Comdr. Schamer, at Isla de Cuba, American gunboat, 400 tons, Lieut. W. J. Maxwell, at Manila Isla de Luzon, American gunboat, Comdr. J. K.

Cogewell, at Manila Jaguar, German gunboat, 900 tons, 10 guns Comdr. Berger, at Shanghai Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Tuginoge, at

Singapore

Kentucky, American battleship, 11,500 tons Capt. C. H. Stockton, at Yokosuka Kersaint, French gun-vessel, 1,250 tons, 13 guns, 2,200 h.p., Capt. Golleur, at Haiphong Koreetz, Russian gunboat, 9 guns, 2,150 h.p., Capt. Novakowsky, at Lion, French gunbout, 740 tons, 4 guns, 500

-h.p., Capte Frost, at Saigna-Lombardia, Italian cruiser, 2,900 tons, Captain John Bost, at Kobe Luchs, German gunboat, 850 tons, 10 guns, Comde. Werthmann, at Scatow Capt. Kachaloff, at Port Arthur

Manila, American gunliont, 2 guns, 750 h.p., Comdr. T. H. Storons, at Manila Marco Polo, Lin in Craiser, 4,:83 tons, 31 guns, Capt. Paple with ht Kobe Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Hakedate Monadnock, American double-turret monitor.

4,000 tons. 1 guns. 4,050 lrp., Capt. F. P. Gilmore, at Hongkong after the steamer's arrival, after which no Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku Monterey, American monitor, Capt. G. W. Pigman, at Shanghai

Navarin, Russian battleship, 2 gens, 1,150 h.p., Capt. Beklemeskeff, at New York, American flagship, 8,200 tons, 24 guns, Capt. M. R. S. Mnokenzio at

New Orleans, American cruiser, Lient-Comdr. Sporry, at Nagasaki . Nive, French cruiser, 6,000 tons, Capt. Mor.zzuni, at Taku Olry, French gunboat, on the Yangtsze

Otvajny, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jenson, at Port Arthur. Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Cuefco Pathinder, American gunboat, \$40 tons, Capt.

J. P. Gilbert, at Manila. Peresvict, Russian battleship, 10,230 tong, Capt. Koroleff, at Viadivostock Petrel, American gunboat, 4 guns, 1,095, h.p., Comdr. C. C. Cornwoll, at Manila Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Vladivostock

Poltava, Russian battleship, 11,000 tons, Capt. Orgeron, at Nagusaki Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Manila Paglia, Italian cruiser, 2,250 tons, 10 guns, Capt. Canale, at

Razboynik, Russian cruiser, 1,329 tons, 10 guns, Capt. Kewma-sky, at Kelangtedoubtable, Pronon craiser, 9,437 tons, 8 guns, thort hip; tope Nepy, at Rossin, Russian orniser, 12,2-0 tens, 28 guns, 14,500 h.p., Captain Lersbraunikoff, at Vladivostuck

Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Virtivostock Schwalbe, German cruiser, 1,120 tons, 8 guns, 5 1,500 h.p., Co.ndr. Boarner, at Secadler, German erhiser, 1,640 tons, 8 guns, 2.800 h.p., Comdr. Schook, at From Persian Gulf, ex B. I. S. N. and B. Sevastopol, Russian battleship, 10,000 tons. Capt. Meleutsky, at Kobe Silateb, Russian gunbont, 4 guns, 1,200 hip., Capt. Barranoff, at Port Arthur Sivoutch, Russian gunboat, 18 guns, 1,200 h.p.,

Capt. Soubatin, at Taku

Styx, French craiser, 1,800 tons, Capt. Vincent, at Saigon Surprise, French gunboat, 2 guns, 900 h.p., Cant. Mornet, at Tiger, German gunboat, 900 tons, 10 guns, Comdr. Worthmann, at Kiaochan

at Dainy Vanban, French erniser, 11 gans, 4,560 h.p. Capt. Boutet, at Kwanchanwan Vesuvio, Italian ceniser, 1,501 tons, 18 gans, Capt. Zezi, at Vicksburg, American gunbear, 1.000 tons, 10

h.p., Lieut. Villeneuve, at - -Vladimir Monomakh, itussiau cruiser, 600 tons, 16 guns, Capt. W. Wasilieff, at Hougkong Vorwaerts, German gun out, Capt. von Weiseon Yangteze

Yorktown, American gunbont, 1,790 tons, 8 AR. CHADWICK KEW

Office Hours-9 A.M. to 5 P.M. Hongkong, 19th March, 1902.

CEMENT. PORTLAND H WHITE & BROS.

Hongkong, 1st July, 1902. NOW ON BALL THRONICLE AND TRECTORY CHINA, JAPAN, COREA, INDO-CHINA,

LANDS INDIA, PHILIP-PINES, BORNEO, &c., WIT ! WHICH ARE INCORPORATED THE CHINA DIRECTORY AND

1902.

THE FORTIETH ANNUAL ISSUE. The DIRECTORY covers the whole of the ports and cities of the Far East, from Nether lands India to Siberia, in which Europeaus reside. Not only is the Directory as full and complete in each case as it can be made; but each Colony, Port, or Settlement is prefaced by a DESCRIP-TION, carefully revised each year, most of which will serve as accurate Guides FOR THE "Tourist, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of samudred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

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pp. 1,172, \$5,00.

Variag, Russian cruiser, 6,530 tons, Capt. Behr,

guns, 1,118 h.p., Comdr. E. B. Barry, at .

Wilmington, American cruiser, 1,397 tons, 8 guns, Comdr. E. S. Prime, at Shanghai

Vipere, French gunbout, 400 tons, 4 guns, 441

DENTAL SURGEON, No. 39, QUEEN'S ROAD CENTRAL.

SOLE AGENTS FOR HONGKONG .-Chasseloup Laubat, French cruiser, 3,800 tons, ALEX. ROSS & CO.

> SIAM, STRAITS SETPLEMENTS. MALAY STATES, NETHER-

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

# POST OFFICE NOTICES. The Hongkong Marie, with the American Mail of the 23th ult., left Yokohama ba Edday. the 18th int., at daying it, and may be expected hore on or about Saturd of the 26th inst. The Polyantin, with the French Mei. of the 21th alt. lefe Star portion Mealty, the 21st inst., at 5 p.m , and may be explicited here on or about Monly, the 28th last. This Pascet brings replied to letters despatched from Hongrong on the 21th May. MAILS WILL CLOSE

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TU-DAY. Sale, Sandalwood, H. & K. Wharf & Godown | to:morrow. Co.'s Godowns, Kowloon, Mesers. Hughes and The A.L. steamer Two left Shanghai for Hough, noon.

### COMMERCIAL.

CLOSING QUOTATIONS. LONDUN. -- Dank Bills, at 4 mouths' sight ... 1/9 Documentary Bile, 4 months eight 1/9] UN PARIS. ON GERMANY. ON NEW YOUR-4)N BOMEAY,-L'elegraphic Transfer ...... 1234 ON CALCUITA. Leographic Transfer ...... 1291 ON SHANGHAL -UN LUKUHAM ..... 185 a.o.pm. ON MANILA. 2 p.c. pm. On demand UN DINGAPORE. ..... 1 p.e. pm. Un domand ON DATAYIA. OT HAIPHONG,-14 p.c. pm. On demand U. S. 11G.) X,---On demand ON BANGKOK -Ch demand b VERSIONS, Bank's Buying Kato ... \$11 44 1.0 D LEAF, 100 fine, per bant ..... :59 90.

UR SILVER, per oz. OPIUM. 23rd July. Quotations are: - Allow co net. to I catty Mains New ..... \$910 to \$920 per pious Maiwa Older ...... \$1020 to \$1040 P. F per-wrapped ... -Persian line quality \$580 Persian extra fine ... Patos New ...... \$900 to - per chest Patua Old .........\$9121 to ---Benares New ..... 8905 Benares Old ...... \$915 to -

## VESSELS EXPECTED.

THE AMERICAN MAIL. The T.K.K. steamer Hongkong Marie left Yokobama on the 18th inst. at devlight, and may be expected here on the 26th inst. THE FRENCH MAIL. The M.M. steamer Polynesien left Singapore Mr. Herm. Renken. on the 21st inst. at 5 p.m. for this port via

THE INDIAN MAIL left Singapore for this port on the 21st inst. p.m. Mrs. Friedmann; for Genua. Rev. and Mrs. THE CANADIAN MAIL at Yokohama yesterday, at 3 a.m., and is due Messre. Volkmann and K. A. Kollner: from here on the 30th inst., am.

Seigon.

MERCHANT STEAMERS. The "Mogul" Line steamer Afridi, from and Miss A. Amale; for Bremen, Mr. H. Kre-Glasgow, Liverpool and Straits, left Singapore melmeyer.

on the 19th iust, and is expected to arrive here

this port yesterday. The N.Y.K. steamer Yawata Maru (Australian Line) left Kobe via Shimonoseki and Nagasaki for this port on the 22nd inst., p.m., and is expected to arrive here on the 30th inst.

The P. & O. steamer Cunton left Bingapore for this port on the 19th inst., at 4 p.m. The "Barber" Line steamer Lowther Castle left New York on the 15th ult. for the Straits, Hongkong, hina and Japan.

The P. & A. steamer Indravelli left Portland Orogon) on the 17th ult. for Hongkong via Japanese ports and Shanghai. The P. & A. steamer Indrapure left Portland on the 3rd inst. for Hongkong via Japan ports. The N.P. steamer Lucensu left Tecome for

Japan and Hongkong on the 12th just, STEAMERS PASSED THE CANAL. DUTWARD .- 10th Jaue - Bedonin. Wurzburg. 13th -Que in Eleunor. 17th - Vilisang, Coningeby, Both - Afridi, Glamorganshire, 24th -Derbighshire, Pingsuey, Aphrodite, 1st July-Cauton, Benalder. 4th-Konigsberg. Hakata Mary, Antonor, Polynesies, Afton, Montenegro. 8th Dardanus, Anamba, Lothian Nippon. 11th-Glencek, Proteus. 15th-Andalusia, Konig Albert, Bamberg, Conton, Tonkin, Olessa. 16th-Prometheus,

Awa Maru. Hostoward. -1st July Mogul, 4th-Queensland. 11tb-Serbia, Samatra, 15th-Mac duff. Agumennou. 16th-Pak Ling, Ajaz, Java, Corerio. 22nd - Benvenue, Suevia. ARRIVALS AT HOME. -3rd June-Indus. 10th -Cylchas, Glenlochy, Hudson, Kamakura Maru. 13th - Freiburg. 17th-Silenia (Aus.), Candia. 20th -Princess Irene. 24th -In .b . Maru. 1st July - Machaon, Segovia. 4th -Laos, Prinz Regent Luispold, Adria. 7th - Japan. 8th - Maristow, Hitachi Maru, Glaucus, Flandria 11th Achilles, 14th-Socotra. 15th - // yeon, Ixion, Suxonia. 16th Austria, Glengyle, Kaisow. 22nd Preussea, Salazie, Wakasa Moru, Marburg,

PASSENGERS.

ABEIVET. Pr Hailan, from Coast Ports, Messra. J. H.

Moore and Auderson. Per Bayers, for Hongkong, from Bremen, Mr. F. R. D. Lau: from Southampton, Mrs. Saxon and Mr. E. R. Brooks, from Genos, Mr. Ch. C. Hucklin; from Penning, Mr. T. O. Anderson; from Singapore, Mrs. A. Meller, Mossra, L. T. Tandy, A. Kaufmann and Campl. N. Moody: for Shanghai, from Antwerp, Mr. Christian Conscience; from Southampton, Mrs. Burton and Miss Leets; from Genea, Mr. and Mrs. N. Lanners, Messrs. Cortrees, L. Sordelli, Paul Abel and Kurt Bach; from Singapore, Mr. C. Weyersberg: for Nagasaki, from Bremen Capt. and Mrs. Barahold and children; from Penang, Mr. P. M. Walker: for Yokohama, from Colombo, Misses Tyson and Thomas, Malate ..... 9 a. Messes, M. Suzuki, K. Agada and J. Nakamura; Bacolod ..... from Penang, Mr. C. Junghenn; from Singapore, Mrs. C. v. d. Zwelt, Mrs. Intyround family and Rev. Dhamaloka: for Tsingtau, from Genoa, C. S. James

DEPARTED. Per Sachen, from Hongkong, for Singapore, Messre, A. R. Marangoni and H. J. Birelley The steamer Catherine Apcar, from Culcutta, for Colombo, Mr. H. M. Brown; for Pennig. Rhode and two obildren, Capts. Hemmet and The C.P.R. steamer Empress of China: z ivid Payson and Mr. W. S. Salomon, for Hamberg. Manila, for Genoa, Mr. Karl Kleemann; for Southampton, Mrs. C. Amale and two children

JOINT STOCK SHARES. Hongroug, Zord . ury,

Honorono Horne. PAID UP. QUELLIONS Mr. and Mrs. Allan COMPANY, Mr. E. A. Kntech Jaks-Mr. W. S. Bailey Hongkong & S'ani... 6125 Mr. G. Bailey Mr. F. Kiene L dou, £63. Mr. W. D. Latimer Mr. B. J. Luclow Natl. Bank of China Mr. J. E. Lee Mr. F. C. Barlow A. DEMING #+ 321, buyers Mr. J. T. Bell D. Dhares #5 \$27, Luyers Mr. J. V. Bennett Z1 310, 80mars roun, Mairon. Mr. W. T. Marlow Dr. Beringer Bell's Asusiwa ci. A.. al si, buyers Mr. J. Black Campbell, it sore at Cu. \$10 ozi, Luyurs Mr. F. J. Mitchell Mr. & Mrs. R. Boggan Chala-Dorago Co, Lat. PAG DZL, BBilere Mrs. M. Mitter Mr. E A. Bonner Colle tight bus Mr. & Mrs. A. H. Botten-120 315, Beliers Power Co., Mil. ... heim & 2 children \$10 510, 84 08 china rivy. Is & M.... Miss R. Bottenheim Chura Sugac \$100 July, suiters mrs. A. Bourchier agar Companiss -Mr. F. F. Bovet Mr. J. E. Norton 3600 3600, nominal dindinola, ed, ..... Dr. Bower Aire. Oaborne Paulipp.n. Touses Dr. W. W. Pearre Dr. H. Hryan Trust O. Lat. . ) Major Bugunahaw Mr. A. J. Pitcher Cotton Alus-Mr. M. Clammont Mr. J. Rankin Tis. 100 Tis, 43, sellers Ur. F. Clarke Mins Reeve International ..... Tis, 33, soliera Mr. G. E. Cole Mr. H. F. Richardson LANG RUBS SLOW ... L'es, LOS Tis, 10, soliors Ar. J. S. Colson Mr. H. W. Sampson роуспор .... Ти от Ти. 154 Mr. R. Cox Mr. K. A. Schandors. pid ji7;, sellers Hongkon, ..... Air. F. S. Croggan Mr. C. Schouw Darry Parat ......... פט אנגל, מען שנים Mr. J. Cronin Mr. K. Schutze \$40 348, Bul 18 Fanwick & Co., Guy ... Mr. & Mrs. B. B. Sim-Mr. F. H. Derbyshire CHEBURA LAMERA COMBONE. Q40 5.1. Mr. T. C. Downing the of the areastry ...... Mr. F. W. Edwards Mr. C. Skott dlöb, bayera HURSELING in view and Mr. T. Edwards Mr. Snewin ply fly, sales & sel Mr. and Mrs. M. Mr. and Mrs. Ellis Hongwong E.octens Mr. M. Swaby Mr. br. Egrom H. H. L. framanys \$100. \$310, bayers Mr. N. G. Evans MK. Bleint -Wayse-Mr. H. N. Ferrers Mr. L. D. Tandy 501. buyera bat to. L.L. Mr. H. G. Fisher Mr. O. Teskelsen sizol, sales Hoagwing Hows ..... Mr. G. Forbes Mr. L. J. Thomas HOdghodg 105 ..... \$40 \$212. buyers Mr. C. Glover Dr. J. C. Themson AL & AL WHACL & U... Balas, Ede Live Mr. H. E. Goldsmith Mr. F. W. Thorne stonkannt males ..... AU \$146, buyors Mr. A. W. Grant-Mr. W. B. Walker IL'& W. DONA ..... DAN 32221 Mr. John Grant Mr. and Mrs. Warren ALGERTALICS .... Mr. A. Hayter Mr. U. A. Watkins CHAWALLE \$1021, sellers Mr. Max Mernfeld Mr. & Mrs. L. F. Weav Cillan D'ito ........ \$40 MJ, Dayers and family Mr. E. Wellmann Mr. F. B. Higgins United America 620 607, buyers Mr. F. W. Hills HOUSEOUS ELES .... You tall, sellers Mr. A. Hollingaworth Mr. W. J. G. Whiley Auren Chans ...... Mr. H. E. Howard Mrs. A. M. Whitton D64466 ............ namimod Use Mr. H. L. Van Winkle Mrs. H. L. Winter Mr. and Mrs. N. Huko Umoa ..... \$395, buyers Dr. W. Hunter Lull Gitte sereing.... Mr. D. Jaffe 1130. Mr. A. J. Williams . The and Budding... Mr. E. Johannson Mr. & Mrs. C. E. Wool-\$100 \$180, sellers HODGIND'S IMAIL THE Mr. & Mrs. E. S. Joseph mungaroya matata. \$10 \$111, wellors PEAK HOTEL ALUWANDEL AMERICA IN A pdu \$30, antes we vromenanta, Lient.-Col. R. F. John-Capt. & Mrs. Benson erolles the out non, R. A. Mrs. Johnson Sir Henry Berkely the 120, milers Luzon Sugar Mr. Ralph A. Brahazon dentitie Larder, Co., and to 1.10, seliore Mr. H. J. E Brayne Mrs. Libeaud WHITING-Mrs. A. Chapman Mr. E. J. Libeand For. 200 4550. Umecounnages ..... Mr. W. G. Clarko Mr. K. Martin Mr. A. B. McDermott Mr. Edgar Cockell - cueen s atmos, ant.,. 23c. nominal Mr. A. r. comrie Mr. & Mrs. Miller UMVERA M. ROS, A. . Dominak Mr. J. P. Cottani Mr. Robert Mitchell D. D. пошина Major Osborne, R.A. Capt. Pubitt \$10 44, spliers Mr. W. Otto Mr. & Mrs. Goo. H. Dann \$1 Alli, sollors Miss Debeaux. Mr. John Pitt, B.N. Kaubi ..... 13,10 581, sellers Mr. A. H. Lennie Mrs. Debeaux Non Amoy Duck .... 104 \$30, buyers Major and Mrs. Denny, Mr. Alexander Ross virgitte potel, Mana Sel 145, Bollers tion. R. Murray Kum-D.A.A.G. Power, Late ..... Viu 181, sellers Capt. Dohl tay, R.N. Kobinson Place Co., and Mr. & Mrs. Draybon Mrs. Sawer Stemmenty Coje .-Mrs. Dansford & child Mr. A. Sinclair (OU \$35, gellers Couns and Manila. Lieut.-Col. and Mrs. Mr. A. G. Stokes 35 nominal Mr. W. O. C. Spelck-Ferrier Douglas Steamsing Sou \$14, sellers. Mr. A. Finke H., Cauton aud ai., \$10 23U, milea Mr. Andrew Forbes Mr. H. Strowe ingo-china d. N. .. Elu 192, seller: Mr. G. C. Lindsey Grant Mr. J. S. Thomson Should cand or Guild Mr. Bertram B. Hanson Mr. & Mrs. H. S. Vang-£1 £2, mollera Tunille Comme Major Hamilton oan and children \$10 i \$201, sellera Star Forcy ...... Mr. J. von Houten Mr. W. H. Wheeler 80't #11. Col. Hughes, E.A.M.C. Mr. J. A. Wilson Tobrau Planting Co., 15 nominal Mrs. W. Wilson & child Mr. H. U. Joffries United assector .... Sh | EU, suies Mr. J. Jessen Da Same \$10 \$170, buyers Universal Trains CHAIGIEBURN BOTEL #20 Jal, callers Co., Lidinasse Mr. & Mrs. F. R. C. Sur-Mrs. Beeton Walkins, Ld ...... \$10 \$61, buyers plice Major M. J. Whitty, Mrs. A. Denison Mil #14}, Bollers Watson & Co., A. S.,. Mr. & Mrs. C. Georg VERNON & SMYTH, Brokers Mr. J. J. B. Heemskerk R.A.M.C. Mrs. M. J. Whitty Mr. W. Helms Mrs. E. Hug Mr. H. T. Wilgress THE WEATHER. Mr. & Mrs. L. Wrigh Lieut. A. Rowand Govt. Civit Hospital CHINA COAST METEOROLOGICAL Sister REGISTER, 22nd JULY, P.M.

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Sharp Pouk		29.48	84	3		3		Mon. 28 in 1
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Canton	27.	20.61	87	100	1		Ъ	
Hongkong	10	29.64	45	1	W86		137	A. A. C. T. D. W. G. G.
Victua Peak		100		-	3/4		-	
Gap Rock		29.63			88W	4	177	
Mucao	D	29.54	84		BBW	1	6	HUNG CH
Haipl ng	74.		-	-	-		7.	404 8
Manila	10a.	29.30	UI.	92	GRIN		0	CASE STATE OF THE STATE OF

On the 23rd at 19.60 a.—The baronieter has risen in E Japan, falten elsewhere. The depression is still lying over the Yellow Sea and the W part of the Set of Japan. Pressure is highest over the Pacific to the E of Japan. Gradients moderate with fresh SW winds on the China coast. Forecast; Moderate to fresh SW winds; equally, showery. DRINTING OF ALL KINDS at the men

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QUEEN'S HOTEL

Previous Ou alate. Un dage AL 4 H.M. day 4 p.m. | a. 10 a.m. 20.03 20.02 r temperature on the 22nd

temperature on the 230d hierratory, 23rd July.

KONG TIDE TABLE. m 24th to the 30th July.

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TO. II. MACDONNELL ROAD.

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Apply to-THE HONGKONG LAND INVES MENT & AUFNOY CO. ID. Hongkong, 13th June, 1901

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HOUSE No. 13, GAGE STREET. Apply to-R. A. DR CARVALHO. C. F. DE CARVALHO. Hougkong, 2nd May, 1902,

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Hongkong, 14th June, 1902.

U CENTRAL Apply to-G, GIBAULT Hongkong, 3rd January, 1902.

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Care of Mosars, Kruse & Co., Hongkong, 12th July, 1902. TO BE LET.

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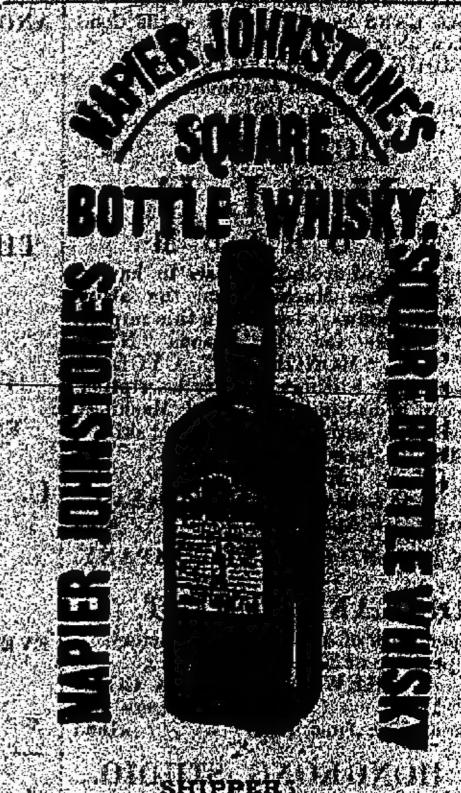
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